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# Hongkong Sunday Herald.

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HONG KONG, SUNDAY, MARCH 3, 1929.

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## BOXING TOURNAMENT

NEWCOMER WINS FIRST FIGHT

## SPORTING DISPLAY

Bowden Outclassed But Game

"Jock" Creighton, who made his first appearance in a Hong Kong ring last night, proved himself to be one of the cleverest and cleanest fighters seen here for a long time. Although L. S. Bowden, his opponent, gave him a good battle, Creighton's class was obvious from the start. Both men fought on sporting lines throughout, and were accorded a hearty cheer when they left the ring.

A. B. Ewin, an old favourite, was unable to appear, his place being taken by L. S. Morris, who gained a deserved victory on points over A. B. Trimming. For clean, hard fighting the evening's entertainment would be hard to beat, and the spectators all left the building highly satisfied with the fare provided.

## CONTESTS DESCRIBED

In the first round of the 2nd round, after Creighton had landed several hard right swings, Bowden stood back sportingly when his opponent was off balance. Bowden came out to fight in the third round, and some hot exchanges ensued. Creighton covered up well under a hot attack, and the round ended with honours even. Bowden kept up the offensive in the fourth, but took as much as he received, Creighton showing better judgment of distance. Creighton showed some class boxing in the fifth round, and Bowden seemed outclassed at this stage. The bout continued on hard fighting lines, with Creighton missing one excellent chance in the sixth. Bowden took a good deal of punishment in the next three rounds. Creighton slipping his leads repeatedly, and landing solidly to the body.

... (Continued on Page 20.)

## CHINESE FLIGHT

Start With Danish Colleague

London, Yesterday. The Chinese airman, Wen Lin-tchen, accompanied by a Danish colleague, started from Croydon on flight to China on one of the fourteen Circassian aeroplanes ordered by China to train Chinese to fly in the new school at Nanking. He is proceeding via Berlin, Constantinople, Iraq, and India. —Reuter.

## HOOVER'S CABINET

A New Secretary For Agriculture

New York, Yesterday. The "New York Times" learns that Mr. Arthur Hyde, ex-Governor of Missouri, will be Mr. Hoover's Secretary for Agriculture. —Reuter's American Service.

This was a very hard fight (six rounds featherweight), although no punishing blows were exchanged. The bout ran on very even lines until the fourth round. Both men then came out to make a fight, but appeared to have too much respect for each other's punch. In the fifth round Stoker "Harley" H.M.S. "Kent," 129 lb., was cautioned by the referee but kept strong to the bell. Pte. Hume, K.O.S.B., 129 1/2 lb., was given the verdict, after a very hard-fought bout. There was very little to choose between the two.

Woolley v. Finlayson

These two regimental rivals wasted no time whatsoever in the six-round middle-weight contest. Woolley, who adopted a left-hand stance, was full of fight, but received a jolting left to the point just before the bell rang in the first round. Lance-Corporal Finlayson, K.O.S.B., 153 1/2 lb., was better at long range, and tried hard in the third round to put his man out. Pte. Woolley, K.O.S.B., 153 lb., who appeared tired, boxed back cleverly. Finlayson scored again in some heavy exchanges in the fourth round, and kept on the aggressive in the fifth. Both men were very determined in the last round, but Finlayson got the verdict on aggression.

The fight made a big hit with the crowd, and Woolley was loudly applauded on leaving the ring.

White v. Shons

L.S. Shons, H.M.S. "Seraphis," 131 lb., carried away the honours in the first round, although A.B. White, H.M.S. "Cornwall," 129 lb., was very smart on his feet, and always looked dangerous. White boxed in a spectacular fashion in the second round, but Shons landed the more solid punches. White scored in the fourth, displaying excellent ring-craft, and landing several hard right hooks. Shons scored a clean knock-down in the fifth round, but White came up on his feet at once, and danced out of danger. He was bleeding badly at the bell.

At the end of the sixth, it appeared as if White wished to withdraw. He went to his opponent's corner, but was ordered to box on, which he did, very gamely. White fought on pluckily until the final round, in spite of the fact that his right hand appeared to be useless. He took a good deal of punishment, but persevered until the finish, when Shons was given the verdict.

It was learned afterwards that White's right hand "went" in the third round.

The Big Fight

Both men were extremely well trained. A.B. Creighton, H.M.S. "Cornwall," 145 lb., whose first appearance it was in a local ring, did not seem to be a whit perturbed by his unaccustomed surroundings. His opponent was L.S. Bowden, H.M.S. "Hermes," 145 lb. The first round was even, each man feeling out the other. In the

## HAVE YOU WON?

Lucky Numbers in Cash Sweeps

### YESTERDAY'S DRAWINGS

The following are the winners of the cash sweeps at yesterday's Races:

Race 1.  
No. 578 \$1,136.40  
.. 424 324.40  
.. 141 162.20

Unplaced \$50 each:—Nos. 173, 557, 587, 475, 397, 343, 427, 515, 83, 121, 432, 409, 174, 53, 286.

Race 2.  
No. 266 \$1,730.40  
.. 146 494.40  
.. 18 247.20

Unplaced \$50 each:—Nos. 16, 201, 74, 439.

Race 3.  
No. 773 \$2,088.80  
.. 30 596.80  
.. 671 298.40

Unplaced \$50 each:—Nos. 199, 563, 720, 790, 60, 887, 89, 294.

Race 4.  
No. 170 \$2,704.80  
.. 537 772.80  
.. 982 386.40

Unplaced \$50 each:—Nos. 55, 269, 409, 25, 864, 460, 468, 551, 176, 709.

Race 5.  
No. 384 \$4,310.60  
.. 688 1,231.60  
.. 1,185 618.80

Unplaced \$50 each:—Nos. 949, 1,174, 1,002, 1,503, 18, 956, 511, 604, 589, 279, 1,632.

Race 6.  
No. 373 \$4,508.00  
.. 1,498 1,288.88  
.. 637 644.00

Unplaced \$50 each:—Nos. 820, 808.

Race 7.  
No. 1,512 \$5,180.00  
.. 518 1,480.00  
.. 61 740.00

Unplaced \$50 each:—Nos. 1,472, 840, 787, 618.

Race 8.  
No. 1,677 \$5,218.60  
.. 115 1,488.60  
.. 1,679 744.80

Unplaced \$50 each:—Nos. 563, 624.

Race 9.  
No. 815 \$5,159.00  
.. 629 1,474.00  
.. 992 737.00

Unplaced \$50 each:—Nos. 1,323, 1,526, 1,026.

Race 10.  
No. 705 \$4,921.00  
.. 548 1,406.00  
.. 176 703.00

Unplaced \$50 each:—Nos. 70.

Race 11.  
No. 1,012 \$5,425.00  
.. 1,063 1,550.00  
.. 992 775.00

Unplaced \$50 each:—Nos. 987, 1,720, 379, 1,540, 1,629.

[Racing news will be found on page 5.]

## About Cash Sweeps

ONE HUNDRED OFF.

FIFTY OFF.

ONE OFF.

THE WINNER!

ONE OFF.

STAN HILL 1929.

"PHASES" OF THAT WINNING NUMBER!

## MONEY TALKS

Chinese General Asks \$500,000

### STILL NEGOTIATING!

Thousand Revolters Imprisoned in Peking

Peking, Yesterday.

From a very reliable source, it is learned that the present cessation of hostilities in the vicinity of Chefoo is due to negotiations between Generals Chang Tsung-chang and Liu Chen-nien.

General Liu Chen-nien asked for half a million dollars to turn over to General Chang Tsung-chang, who offered \$100,000, after which a truce for five days was declared for negotiations, the result of which is not yet known.

A Fresh Revolt

Peking, Yesterday.

The west section of Peking was panic-stricken this morning when a regiment from the Northern

troops suddenly revolted.

At dawn twenty paneled gunmen accosted the Shansi guards in the vicinity of the well-known Lama Temple, disarmed them, and fired shots in the air, whereupon the disaffected regiment billeted in the temple manned the walls and commenced a furious fusillade on the street.

The authorities acted with commendable promptitude, quickly bringing up loyal troops, isolated the temple, and silenced the mutineers' fire and then began disarming them.

Business and traffic were at a standstill, but the situation is now quiet. The casualties are not known as the Shansi troops have a cordon round the area.

Revolt Denied

Peking, later.

There has been no further trouble in the west city, the entire force, numbering 1,000, having been disarmed and imprisoned within the Winter Palace. Two of the revolutionaries were killed and 35 wounded.

Officials declare that no revolt occurred, but that the troops were disarmed under orders from Generals Yen Hsi-shan and Tai Yuan-hui, who had learned of their leaders communicating with General Chang Tsung-chang.

The arrested leaders of the revolutionaries admit that they were acting under the orders of General Chang Tsung-chang.—Reuter.

VALE, COOLIDGE

Emotional Farewell of Cabinet

New York, Yesterday. President Coolidge had an emotional farewell of his Cabinet.

"I minded my own business" was the only comment of the President when interviewed on his record of national economy and prosperity.—Reuter's American Service.

## HONOUR TO DR. TSO

Dinner Given by Chinese Merchants

### 30 YEARS' PUBLIC SERVICE

"Not a Representative of Kowloon on the Council"

More than a hundred of the leading Chinese residents in the Colony assembled in the Kam Ling restaurant, West Point, last night, as hosts to the Hon. Dr. S. W. Tso (Tso Seen-wan), O.B.E., LL.D., who was recently appointed an Unofficial member of the Legislative Council.

The Hon. Sir Shou-son Chow, Kt. Bach, senior Chinese member of the Legislative Council, presided. Among the distinguished gathering were Mr. Li Yuen-tsui, C.B.E. (Chairman of the Hong Kong Chinese General Chamber of Commerce), Mr. Liang Shih-yi (ex-Premier and ex-Minister of Finance), Mr. Chau Tung-shang, Mr. T. N. Chau, Mr. Leung Bul-yue, Mr. Tam Woon-tong, Mr. Ip Lan-chuen, Mr. Chan Heung-pak (of the Chamber of Commerce) and representatives of the largest Chinese institutions in the Colony, also merchants, compradores, and members of the learned professions.

The Hon. Dr. R. H. Kotewall, C.M.G., LL.D., was prevented by indisposition from sitting at the sumptuous repast.

Double Honour

During the evening, firecrackers were fired by neighbours, coincidentally, one string lasting a quarter of an hour. Sir Shou-son Chow, in a witty speech, referred to the firecrackers as a happy augury of Dr. Tso's appointment to the Legislative Council.

Sir Shou-son Chow observed that the gathering wished to do honour to Dr. Tso but, in fact, Dr. Tso was honouring the gathering by his presence.

Reference was made by Sir Shou-son to Dr. Tso's service in the Colony for over 30 years and with abundant result.

Ten years ago, the senior Chinese Councillor continued, there were over 600,000 Chinese in the Colony. The number now exceeded 1,000,000. Evidence of the Government's paternal interest in the Chinese community was forthcoming in the appointment of Dr. Tso as a third representative of the Chinese in the legislature.

Sir Shou-son Chow emphasised that Dr. Tso is not—as has been wrongly stated—a member for Kowloon. He is, Sir Shou-son said, one of the Chinese representatives in the Colony of Hong Kong.

There were two reasons for doing honour to Dr. Tso; the first, his appointment to Council, the second, the conferment of the dignity of O.B.E. on him in recognition of services to the Colony, to the public at large and to the Chinese community. (Prolonged applause).

Classic Reply

Dr. Tso



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### SUNDAY EXCURSION:

From Hong Kong: From Macao: SUNDAY, 3rd March.

9.00 a.m. "SUI AN" 4.00 p.m. "SUI AN"

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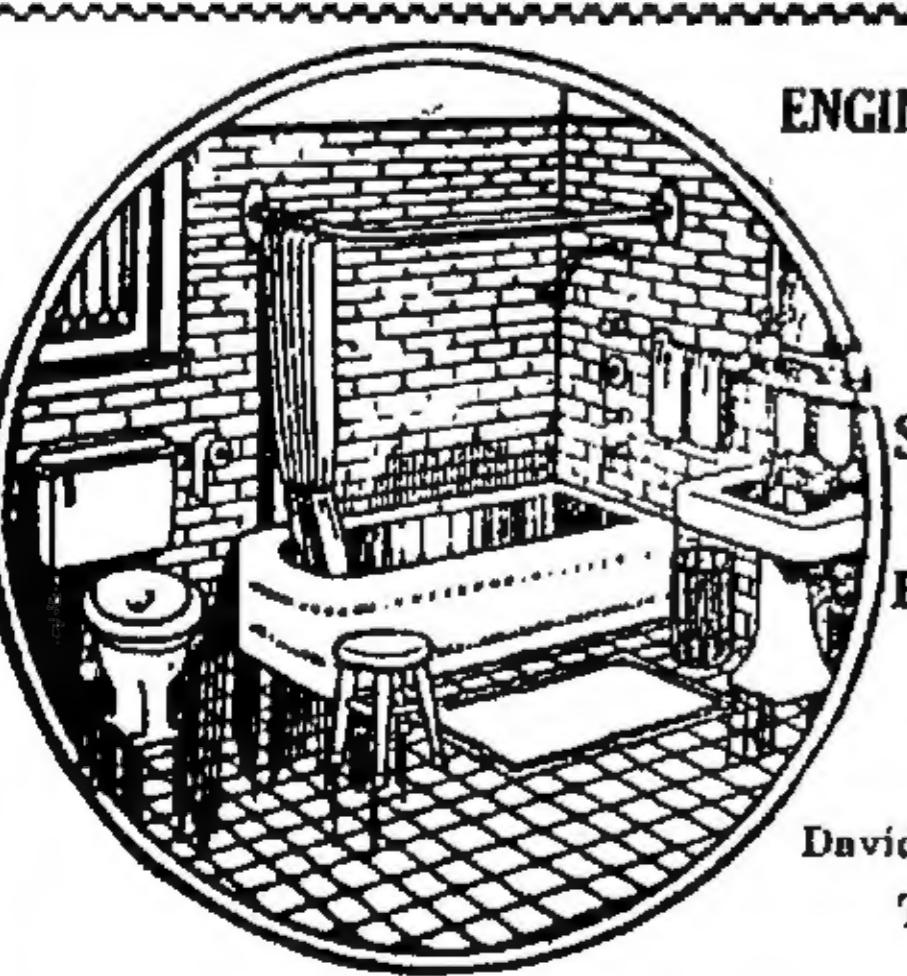
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## HOME SPORT.

### TRAINING FOR ASCOT

London, Jan. 17.

There is a good deal of discussion of the weight allotted to the American horses, Reign Count, in the Lincolnshire Handicap. It may not be of much practical importance, because he has come over to be trained for the Ascot Gold Cup, and few anticipate his actually running at Lincoln. But if he were to do so, he seems to have weighed altogether below what he should be entitled to on his American form. He is undoubtedly the best four-year-old in that country, and there is no reason for thinking that he is not, at any rate, very nearly the equal of our foremost classic horses. Yet he is made to share the top-weight position with the six-year-old Fohanna, to whom the Derby or Eclipse Stake winner of last year would certainly be made to concede a stone. The past victories of Sir Galahad III and Tapin show how easy it is to under-rate foreign form in this very race. If the trainer of Reign Count were to take it into his head to run him to the post at Lincoln, it would not probably give the whole market a fright. The handicap altogether looks as if it might contain several "surprise packets." When once a once respectable runner like the now aged Berkeley Bridge let in with 6st. 2lb., it is impossible to forget the victory of King of Clubs. Then 6st. 6lb. seems a very lenient weight for a four-year-old. Like Scintillation, who finished seventh in the Derby and ran creditably afterwards at Ascot and Newbury. The ante-post lists assign favouritism to well-exposed horses like Fohanna, Bayton and Orbinos, but close students of the handicapper's work will be more disposed to expect the winner to come "out of the blue." The early fanciers for the Grand National seem to be Great Span and Master Billie.

### INTERNATIONALS INJURED

Two of the chosen English team got knocked about a bit in the Blackheath-Harlequins match on Saturday, and it is to be hoped that they will return to full strength in time to line up against Wales two days hence. Picked Internationals ought really to be kept out of the field the previous week. Aarvold had to have a damaged finger attended to during the game, and could not make much of his passing afterwards, while Laird was twice "laid out." It was a very moderate game, in which the intense cold upon the Rector Field seemed to "freeze the general current" of the backs upon both sides. It lost a little in sparkle also through the absence of Young and Jacob from one side, and of Wakefield from the other. The Harlequins won by a goal and a penalty goal to a goal, H. L. Price giving a brilliant exhibition of his versatility as a wing-forward. A subordinate Blackheath team, which nevertheless had some good men in it, got a dressing-down from the Old Millbillians by 22 points to 5. The latter's half-backs, Sobey and Spong, were again the architects of victory. They are players of quick imagination, who understand each other to a nicely, and it would be no surprise to see them some day "capped" as a pair for England. Sheehan, the Waratah, did a good deal to help Richmond to beat the United Services by a goal, a dropped goal and two tries to a goal. There will have to be some sectional tie games in the County Championship. Lancashire, by beating Northumberland, finish up equal with Cumberland in the North, while in the South-West Devon, Somerset and Gloucestershire are on a level. Frost put a veto on Rugby in the Glasgow district, but the Academicals, who had a fixture with Stewart's, met the situation by signifying their readiness to play in Edinburgh, where the game accordingly came off. The visitors from the West outpointed their rivals and won by 19-3. The Watsonians maintained their recent improvement, and followed up their win over Hawick by drawing with Heriot's, who were without A. H. Brown. The score was a goal each—Watsonians trying to gain by Sobey, the old International Hawick and Kelso, and avenged a beating of earlier in the season by winning 6-0. The clubs at the head of the Scottish Championship table are now Heriot's, Glasgow High School and Dunfermline, each of whom has been beaten twice.

### Ryder Cup Match

Mr. Charles Ryder, donor of the Ryder Cup, made an interesting reply to Walter Hagen, captain of the American team, during a press-giving at the Herts Alliance meeting at Verulam. Mr. Ryder referred to Hagen's recent statement to the effect that the American team might be open to British-born professionals resident in America. The side which is coming over to defend the Ryder Cup consists of American-born players, and Mr. Ryder said that this matter was all settled before the cup was given, and it would be ridiculous to expect that men who had learned their golf in Great Britain and had emigrated should assist the United States in such a match. Mr. Ryder announced that the British team will probably go for special training to Scarborough before proceeding to Leeds for final practice.

The Professional Golfers' Association, who are responsible for the management of the match, have launched an appeal for contributions to the fund necessary to cover the expenses, not only for this year's match, but also of the following contest, to be played in

### SOCIAL GOSSIP

Lady Mary Lodge, wife of Sir Oliver Lodge, the noted scientist, has died. Sir Oliver Lodge expresses his certainty that she will communicate with him from the other side.

Mrs. H. J. Dunnott (late of Lane, Crawford's and Powell's) has taken over the sales department at Pamela's, the dressmaking and designing department of which will be continued as usual by Madame Louise.

Ex-Sergeant Joaquin, who was compelled to resign from the metropolitan Police Force in 1922 for denouncing the corruption of Sergeant Goddard and others, has been officially exonerated by the Home Office. He is now making a claim for substantial financial compensation.

The following are due here by the 1st. "Haruna Maru" from Europe to-day.—The Rt. Hon. Sir Charles Elliott, Mr. V. Conde, Mrs. A. Pers, Mr. R. Ponsonby, Mr. E. L. Powell, Mrs.

America in 1931. It is estimated that for the two matches between £3,600 and £4,000 will be required, for this sum the association officials are dependent entirely on the golfing public. It is hoped that the response from individuals, clubs, societies, unions, societies, and alliances throughout the country will be sufficient to keep the British representatives in the match free from financial worry, and, therefore, help them to give of their best. The appeal is signed by James B. Bailey, our chairman of the association.

\* \* \*

### "Gate" at Goodwood

Trundle Hill, from which thousands of people annually see the races at Goodwood, is to be free no longer. In future a charge will be made for the exterior slope, which commands a view of the whole racecourse. The hill is a famous vantage point, and many thousands of people used to have a free view of the racing. Goodwood races began in 1890, but no charge has hitherto been made. Considerable expense is incurred in policing the free part of the course, and every year a large staff is employed to clear away the litter which accumulates. It is expected that the making of a modest charge will facilitate the management of the course.

The Duke of Richmond and Gordon, upon whose estate the meeting is held, succeeded to the title a year ago.

\* \* \*

### The Cup-Ties

As usual, the 32 ties in the first important round of the Cup drew big attendances all over the country. For a change, the luck of the draw had decreed that in several cases the smaller fry should have the ground advantage when meeting opponents from a higher circle, and, what is more, one or two clubs used this advantage to the full. The notable instance was at Swindon, where Newcastle United were beaten by two goals to none. Reference was made last week to the scoring feats of Morris, the Jewish-born Swindon centre, and it was largely due to the Newcastle defence failing to mark Morris that this once famous team went out of the competition. Watford also acquitted themselves well in beating Preston North End, but, although several other smaller clubs succeeded in holding their opponents to a draw, they were left to run the gauntlet of re-play on enemy territory. The most pleasing result of all was the triumph of the Corinthians at Norwich, where they overcame the disadvantage of a small and peculiar ground, and, in spite of being deprived of R. G. Jenkins's services for the whole of the second half, defeated the Norwich City team after the local supporters by five clear goals, three of which were obtained by C. T. Ashton, the Cambridge and Winchester cricketer. Only once previously have the Corinthians preserved their goal intact in a Cup-tie. They have now to visit West Ham in the next round, and all London will flock to the match. London had an unexpectedly good round, for both West Ham and Chelsea surprised even their best friends by defeating Sunderland and Everton respectively. West Ham were exceedingly lucky in scoring a fluke goal in the last half-minute, but Chelsea thoroughly deserved their success, for only Dean, of the Everton forwards, would attempt a shot at goal. The Arsenal were a little lucky to beat Stoke, and are still luckier in that they have drawn at home in the next round against Mansfield Town, which makes their eighth successive home tie. This Midland League team brought off a great surprise in defeating Wolverhampton Wanderers upon the latter's ground. The Spurs went down at Portsmouth, but Millwall, Clapton Orient and Crystal Palace had to re-play. The North-east did badly, for both Sunderland and Newcastle were beaten, while other First Division clubs to disappear are Sheffield United, Cardiff City and Manchester City, all of whom were vanquished by clubs of their own status. As West Bromwich beat Grimsby in the re-play, all three Birmingham teams are through, but both Nottingham's representatives have fallen. The Cup-holders, Blackburn Rovers, were hard pressed by Barnsley—a memory of Battling Barnsley of pre-war days—but the defeated finalists, Huddersfield, had an easy journey at Chesterfield.

\* \* \*

### Barry's £200 Match

H. A. Barry, the world's professional champion sculler, is to meet T. Tonks, of Wallsend Rowing Club, in a match on the Tyne for a stake of £100 a side. The match is the outcome of a challenge by Tonks, who will be conceded a start of 10 seconds over the Tyne Championship course. This course is one of the most testing in the country, the distance being three miles and three furlongs. The race will take place within the next two months, it is anticipated, Barry being anxious that it shall be decided before the end of April, at which time he intends to settle down to serious training for his world's championship race on the Thames during the summer. Best boats will be used in the Tyne race, but the slightly heavier and shorter boats, similar to those employed in the Tyne Christmas Handicap.

\* \* \*

### Mrs. Carthew's Ashes

The body of Mrs. Carthew, racehorse owner, who died at Nice, was cremated at Golders Green on January 8. Mrs. Carthew was a patron of the stables of Mr. Stanley Wootton, the Epsom trainer, and in accordance with a wish she expressed, her ashes were strewn at the jumps on Six Mile Hill, Gallions, Waltham Down, which adjoin Epsom Downs. Mr. Stanley Wootton a few years ago bought the rights of the Lord of the Manor of Walton Down and has full control of the gallops there. Six Mile Hill ends as far as Tattingham Corner. Among the horses trained for Mrs. Carthew by Mr. Wootton was Medall, who died heat in first place in the Cambridge in 1927.

\* \* \*

### 600 Years Old

Hundreds of people assembled at the quaint Lincolnshire village of Haxey on January 5 to see the playing of the 600th annual game of Haxey hood. The game closely resembles football, and is stated to be the forerunner of the present Rugby game. It is the survival of an ancient custom, perhaps dating from Pagan times, and tradition says that it is a yearly memorial to Lady Mowbray, whose family were Lords of the Manor for generations. The "hood" is a piece of sackcloth about two feet long, shaped as a Rugby ball. At two o'clock the game began with a procession to a time-worn memorial standing some yards from the beautiful new War memorial recently erected. Wearing a red coat, a hat bedecked with flowers, and carrying a wand, William Johnson and twelve "boggans" with a fool gaily attired, proceeded from the memorial to a field on the hillside. All and sundry were invited to take part in the game, and the hood was thereupon thrown into the air by Capt. H. Crookshank, the local M.P. The cry was raised:

House against house, town against town

If you meet a man knock him down. And fun went on until dusk. High and low, rich and poor took part, and the game ended when the hood reached a certain part of the parish. Great festivities followed.—Ex.

### ANNOUNCEMENT

A marriage has been arranged and will take place in the Rosebank Church, Nairn, Scotland, on April 2, between Elizabeth Howatt (Nicol Betty), elder daughter of Alexander Nicol, late of Tallooch, and of Mrs. A. M. Nicol, 11, Seabank Road, Nairn, and Harold George Hill, M.A., Honours, B.Sc., only son of Mr. and Mrs. J. S. Hill, of Battlefield, Glasgow.

M. A. Remmle, Mr. and Mrs. L. O. Ross, Mr. and Mrs. Singson, Miss M. Steffen, Mr. and Mrs. O. H. Espy, Mrs. C. J. Avis, Miss Avis, Mr. and Mrs. W. H. de Roos and three children, Mr. T. Uyeda, Mr. and Mrs. H. O. Grant, Mr. and Mrs. W. L. Keane, Capt. M. Kuga, Mrs. A. O. Marc and son, Miss M. Pidgeon, Mr. L. P. Ponsonby, Mr. E. L. Powell, Mrs. Smith, and Mr. and Mrs. H. Watts.

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**“FAITHFULNESS”**

AT THE

**MAJESTIC**  
NATHAN ROAD, KOWLOON.

## LEAGUE FOOTBALL

Navy Beaten by China Athletic

KOWLOON'S NARROW WIN

Club de Recreio Defeat South China

In the First Division of the League yesterday, South China lost two valuable points at Caroline Hill and the Navy went under unexpectedly to the Athletic. Navy were much better in the first half but missed chances. The other results were much as expected, though Kowloon just got home against the Club.

Some tall scoring was the feature of the Second Division games.

### RESULTS AT A GLANCE

Division I.	
South China	1
Athletic	1
Kowloon	1
R.A.	0
K.O.S.B.	4

Division II.	
St. Joseph's	0
R.A. Res.	0
South China "P"	1
Kowloon Res.	1
Eastern	0

### League Div. I

**SOUTH CHINA A.A. v. CLUB DE RECREIO**

Before a small crowd at Caroline Hill the Club de Recreio defeated South China in a poor game by three goals to one. The Recreio accepted their chances, but the locals had a day off and surprisingly easy chances were missed.

Teams:—  
South China:—Pau Ka-ping; Li Tin-sang, Lau Kau; Leung Wing-tak, Wong Mee-shun; Leung Wing-chiu; Tsang Shiu-leung, Chu Kwong-lin, Fung King-chung, Lau Mau, and Ip Pak-wa.

Club de Recreio:—Beltrao; Silva-Netto, Xavier; Figueiredo, C. Remedios, Souza; B. Gosano, Ward, A. Gosano, Pereira, and Santos.

Referee:—Mr. W. E. Hollands.

Recreio from the kick-off attacked smartly, Gosano being

early in the picture. Good work by the Chinese left wing almost

produced a score, Ip Pak-wa

sending over a lovely centre

which put over the bar.

After South China had frittered away several chances, Gosano

burst through and, giving to

Pereira, the latter scored easily.

Xavier saved on the goal line with China going strong and Recreio relieved through Remedios, who was playing well.

China came away strongly and Tsang Shiu-leung, dribbling finely, crossed for Chu Kwong-lin to

equalise with a fine shot, the sides

being level at the interval.

A Warm Attack

South China set up a warm attack in the second half, Beltrao saving from Lau Mau and Ip Pak-wa close in, but China's forwards were off their game, and Fung missed two good openings.

B. Gosano moved swiftly on the right and beat Pau with a lovely shot under the bar. Ward added another for Recreio in a melee.

Chinese Force the Pace

The Athletic were the first to threaten on resuming, Wong Pak-chung testing Brockman from long range.

At the other end Tilley again sent Barkham away,

and from the latter's centre Peacock

had their lead to the finish,

an uncertain manner.

The Navy fell right away after this,

and Athletic forced the pace in no uncertain manner.

In this period of pressure McGregor and Baker were seen to best advantage

Recreio's defence held out, Beltrao

was penalised for carrying but,

with a big chance Fung's shot for

goal was charged down.

Recreio held their lead to the finish,

a narrow victory for the Navy,

for them by three goals to one.

Goals Missed

South China lost two valuable

points by faulty finishing; only

Ip Pak-wa and Tsang, the extreme

wingers, playing up to form.

The insides were weak, their final

shooting being poor. Leong

Wing-tak was prominent at half,

and Li Tin-sang played well at

back, but the defence at times

was very weak.

Gosano was a great worker for

Recreio and, although closely

watched, did fine work distributing

well. B. Gosano and Ward

were also smart forwards.

C. Remedios played finely at centre

half, and Xavier was the better of

two good backs.

Recreio were a trifle lucky to

win but credit must be given for

accepting their chances. South

China threw away many golden

opportunities early in the game,

and on the run of play had slightly

more of the game than their

opponents.

NAVY v. CHINESE ATHLETIC

In spite of the counter-attrac-

tion at the Race Course a large

crowd witnessed this game on

the Club ground, and were amply

recompensed for their allegiance

to football, for a most entertain-

ing struggle ensued. Athletic

gaining the day by the only

goal scored. H.E. the General

Officer Commanding (Major-

General C. C. Luard, C.B., C.M.G.)

was an interested spectator.

The game was in charge of

Capt. Austin, M.C., M.M., R.A.

Teams:—

Navy:—Brockman; McGregor,

Baker; Tilley, Evans, Jones;

Chinese Athletic:—

Navy Good in Patches

Athletic won because their

forward line was without a weak

link, whereas the Navy quintet

were only good in patches. The

winners were undoubtedly strengthened by the return of Li Hai-kwan, who has been away from the Colony for some time. He and Suen Kam-shun were the stars of a great forward line, whilst Wong Shui-wa impressed most amongst the half backs. Both backs and the goalkeeper did all that was required of them in a cool and efficient manner.

The Navy have been seen to better advantage, although no possible fault can be found with the defence. Brockman cannot be blamed for the shot which beat him, while McGregor and Baker gave a faultless display. Evans stood out as great centre half, and Tilley also gave an excellent exhibition.

Of the forwards Barkham and Firth were the most effective. Both Peacock and Kernick were below form, whilst Bull was not quite happy against Ho Cho-yui. On the run of play the better team won.

Half-time:—

K.O.S.B. .... 2  
R.A. .... 0

**TERRIFIC SHOTS**

After the change of ends, the Borderers attacked solidly, with McGlinchy and Stock the stars in a virile forward line. Reeves delighted the crowd with several terrific shots from long range which came dangerously near the target, and this player added a third goal as the result of a misunderstanding between the R.A. backs.

A corner to the R.A. nearly led to a score, Fuller's header just skimming the crossbar. The Borderers were soon back again, however, and Stock receiving from Everest ran in to complete his hat trick.

Result:—

K.O.S.B. .... 4  
R.A. .... 0

**LEAGUE DIV. II**

**ST. JOSEPH'S v. QUEEN'S REGIMENT**

**A Penalty Missed**

Played on the St. Joseph's ground, the Queen's won comfortably by three goals to nil. The proximity of the Races probably had its effect on the football, which was not of a particularly high standard. Gill opened the scoring for the winners, and Harris added a second prior to the interval.

St. Joseph's were awarded a

penalty during the second half,

but McGran shot wide. The home team made plucky efforts to turn the tide, but without success, and Harris scored again for the Queen's before the finish.

Result:—

Queen's Regiment .... 3  
St. Joseph's .... 0

**K.O.S.B. v. R.A.**

**A Plethora of Goals**

This match at Sookumpo produced a glut of goals, the Borderers finding the net on seven occasions without response. Craig, Stevens and Crawley were the marksmen in the first half, the Borderers crossing over with a 3-0 lead.

The second half was even more one-sided, the ball seldom being out of the R.A. half of the field. Further goals were added by Crawley (2), Stevens, and Hume.

Result:

## PUNTERS' BAD DAY

Fourth Day, Jockey Club's Race Meeting

## SEQUENCE OF LOSING FAVOURITES

## The Pheasant Justifies Himself As Best "Sub."

Not until the Hon. Mr. W. E. L. Shenton's The Pheasant won the eighth race yesterday which, incidentally, was the most valuable event on the card, did a favourite romp home in the fourth day of the Hong Kong Jockey Club's annual meeting at Happy Valley.

Several "rank outsiders" caught the judge's eye in some thrilling sport which delighted an attendance as large as any on the first three days. In the first race, Mr. John Peel's Noukhai, ridden by Mr. Newbiggin (who scored his maiden victory at the meeting) returned \$436.10 on the winners' tote and \$96.50 for a place! There were only seven tickets on for "winner."

Fields were more often big than not and form was sufficiently inconsistent to make the task of picking the best a difficult one.

Signs of recovery from the rain earlier in the week were apparent on the turf, but conditions were different to anything obtaining on the first three days.

Support was not as strong for the first four events but, after the lunch interval, the crowd swelled to appreciable proportion. In the oval inside the racing tracks, the Chinese were packed as they were years ago.

The Band of the new arrivals, the 1st Battalion the Somerset Light Infantry, played during the day.

Regret was expressed that the lady owners had rather lean meeting in spite of their increasing number.

## Sequence Broken

Nor did the Chinese owners have an outstanding day yesterday when honours, both among the stables and jockeys, were distributed fairly evenly.

Every favourite "went under" in the first seven races, five of which went to outsiders. Punters, therefore, had ups and downs and the majority reported themselves as "being down." Until The Pheasant broke the sequence, the nearest to the crowd being pleased was when two "second favourites," Triumphant Stag and Christmas Chimes, were successful.

Mr. Shenton and his jockey, Mr. A. F. Clark, deserved their victory in the Subscription Griffins' Champions. The Pheasant ran into his true form after two preliminary disappointments and justified his reputation as the best "sub." of the season.

## \$6,840 Stands Still

The Ape, another "sub." that had flattered to deceive, also came into his own, ridden, it should be noted, by Mr. G. A. Harriman after the Shanghai "crack." Mr. W. Hill, had failed to make the pony run.

In the fifth race Birthday Eve was made favourite and carried, literally, 1,368 tickets at \$5 each to the starting post. That was as far as he got for he balked when the flag fell--as he had done on Wednesday--and took no part by obstinately refusing to turn round.

Major B. C. Lake, D.S.O., of the 2nd Batt. the King's Own Scottish Borderers, one of the most enthusiastic of Service racing men in the Colony, had the pleasure of seeing Mr. Churchill score a popular win on his As You Like It, a stalwart of 1928 extra meeting days and steeplechasing. Mr. Churchill rode steadily and with judgment.

Racing results are appended. Cash sweep details are given on Page 1.

1.—The Tytan Handicap.—"A" class. Winner \$800. Second \$250. Third \$150. For Subscription Griffins of this Meeting that have started at least twice. Entrance \$10. One Mile.

Tester & Abraham's The Ape 163 lbs. .... (Mr. Harriman) 1

Wayfoong's The Jamaica 163 lbs. .... (Mr. Clark) 2

Lau & Lee's Duke of Milan 152 lbs. .... (Mr. Heard) 3

Dynasty's King's Parade 148 lbs. .... (Mr. Haimovitch) 4

Mrs. Dyer's Aberdeen (Mr. Cave) 0

Hea Cheong's Bronze Idol 154 lbs. .... (Mr. Charles) 0

Lau & Lee's Duke of Normandy 111. 157 lbs. .... (Mr. Proulx) 0

Eve's Eclipse Eve 151 lbs. .... (Mr. Reidy) 0

Chan, M. & A. E. M. Rafeek's Flying Stag 158 lbs. .... (Mr. Quincey) 0

Mogear's Inca 154 lbs. .... (Mr. da Roza) 0

M. M. Watson's Monk 157 lbs. .... (Mr. Stanton) 0

Topside's Mountain Air 154 lbs. .... (Mr. Morgan) 0

Mac's Zephyr 163 lbs. .... (Mr. Hill) 0

Time: 2 mins. 08.2 5 secs.

A neck, a length.

Pari-mutuel:—

Winner \$51.30.

Places: 1st \$14.30; 2nd \$8.80; 3rd \$2.50.

2.—The "Loiterers'" Stakes.—Winner \$400. Second \$150. Third \$100. For Griffins of this Meeting that have started at least twice and have not won. Weight for inches as per scale. (Jockey allowance) Entrance \$6. Five Furlongs.

Chan, M. & A. E. M. Rafeek's Triumphant Stag 158 lbs. .... (Mr. Quincey) 1

L. Dunbar's Frenchman Bay 163 lbs. .... (Mr. Hill) 2

Ho Kom-tong's Imperial Hall 163 lbs. .... (Mr. Encarnacao) 3

Lau & Lee's Duke of Melrose 158 lbs. .... (Mr. Proulx) 4

Ulster's Erin's Isle 158 lbs. .... (Mr. Charles) 0

K. H. Kay's Nero 152 lbs. .... (Mr. Pote-Hunt) 0

Stanton & Reidy's Target 158 lbs. .... (Mr. Stanton) 0

Time: 1 min. 16.2 5 secs.

1 length,  $\frac{1}{4}$  length.

Pari-mutuel:—

Winner \$16.60.

Places: 1st \$5.10; 2nd \$5.30; 3rd \$5.10.

3.—The "All Out" Stakes.—Winner \$100. Second \$150. Third \$100. For all China Ponies that have started at least twice at this Meeting and have not won. Weight for inches as per scale. (Jockey allowance) Entrance \$6. Five Furlongs.

L. Dunbar's Bakers Bay 163 lbs. .... (Mr. Hill) 1

K. H. Kay's Tarmacadam 152 lbs. .... (Mr. Pote-Hunt) 2

Hau Un's Monterey Bay 158 lbs. .... (Mr. da Roza) 3

Ho Kom-tong's City Hall 163 lbs. .... (Mr. Encarnacao) 4

C. M. Leitao's Desert Wind 155 lbs. .... (Mr. Soures) 0

Lee Fu-wing's Little Thunder 153 lbs. .... (Mr. Ip Kui-ying) 0

Mrs. Charles' May 155 lbs. .... (Mr. Backhouse) 0

Fay & Seth's Christmas Chimes 161 lbs. .... (Mr. Heard) 1

Eve's Boxing Eve 158 lbs. .... (Mr. Pote-Hunt) 2

Ho Kom-tong's Town Hall 158 lbs. .... (Mr. Encarnacao) 3

Yan Man's One-Third 158 lbs. .... (Mr. Loo) 0

S. W. Cheng's Wuchang 156 lbs. .... (Mr. Charles) 0

Time: 1 min. 14.4 5 secs.

A neck,  $\frac{1}{4}$  length.

Pari-mutuel:—

Winner \$25.60.

Places: 1st \$8.70; 2nd \$7.50; 3rd \$7.90.

(Continued on page 20.)

## LEAGUE CRICKET

## Royal Artillery Lose Points

## 'VARSITY'S "DOUBLE"

## Struggle for Senior Runners Up

By losing to the Kowloon C.C. yesterday, the Royal Artillery are now out of the running for premier honours in the Senior Division of the Cricket League. The latter, although they have always been very lowly-placed, were the only team which had a chance of catching up with the Hong Kong C.C. That chance was so slight, however, that it was the most natural thing for those who really know the game locally to hail the H.K.C.C. a week ago as double champions.

The University, last year's winners, who accounted for the Navy, are the most likely side to become runners-up.

In the Second Division, the University 2nd defeated the Royal Navy 2nd, thus recording a double victory for their side.

## League I

## KOWLOON C. C. v R.A.

On their own ground, the Kowloon C.C. defeated the Royal Artillery by 89 runs.

Batting consistently, the home team compiled 154 runs for six wickets and declared. E. C. Fincher, going in first wicket down, scored 57 and remained undefeated. E. F. Fincher contributed 33 and Lawrence made 16. The R.A. bowling was weak, Miller (3 for 28) alone doing any damage of note.

The visitors made little headway against fairly easy howling which was, however, backed up by keen fielding. Lt.-Col. Christian, who made 30, was the only batsman on his side to reach double figures. Oliver captured four wickets for 19, Brace three for 22, and Lee accounted for two wickets for which he conceded no run. Score:—

## Kowloon C.C.

W. Brace, c Musson, b W. F. Christian	14
A. W. Ramsay, b Leach	14
E. C. Fincher, not out	57
E. F. Fincher, c Walker, b Miller	33
R. E. H. Oliver, c Christian, b Miller	1
N. A. E. Mackay, b Miller	1
F. E. Lawrence, c Miller, b Leach	16
G. A. V. Hall, not out	10
Extras	8

Total (for 6 wkt., dec.) 154

G. Lee, J. J. Hirsel and S. Jex did not bat.

## BOWLING ANALYSIS.

O. M. R. W.
W. F. Christian .16 8 32 1
Leach .12 1 43 2
C. G. Christian .3 0 14 0
Musson .8 0 29 0
Miller .8 2 28 3

## Royal Artillery

L. Malta, run out	1
Capt. J. L. P. McNair, c Hall, b Oliver	7
B. S. M. Leach, c E. C. Fincher, b Brace	3
L. A. H. Musson, b Brace	9
L. R. F. Wright, c Brace, b Oliver	0
Lt.-Col. W. F. Christian, c Brace, b Lee	30
L. J. A. Wolfe Barry, b Brace	3
Lt. A. R. Miller, b Oliver	0
Lt. E. H. Walker, b Oliver	2
Lt. C. G. Christian, c Mackay, b Lee	0
Capt. A. S. C. Kennedy, not out	0
Extras	10

Total ..... 66

## BOWLING ANALYSIS.

O. M. R. W.
Hirst .5 0 11 0
Brace .10 2 22 3
Oliver .6 1 19 4
Lee .14 1 0 2
Mackay .1 0 3 0

## UNIVERSITY v. R.N.

At Pokfulam, the University defeated the Royal Navy by twelve runs.

Anderson, who has been batting very well since his appearance in the Senior League, again came out for the University, with a useful contribution of 76, not out. F. I. Zimmer and Rummahn also batted well for 30 and 22, respectively, the innings being declared at 172 for eight wickets.

The Navy started most promisingly by putting up 122 for two wickets, but the later batsmen failed and the whole side was dismissed for 160 runs. Sub-Lt. Singleton (47) was the top scorer for the visitors. Anderson (5 for 33) was the most successful bowler for the home team. Scores:—

## University

D. J. N. Anderson, not out ... 76
E. A. Lee, b Large ..... 0
F. I. Zimmer, c Baker, b Watch ..... 80
A. R. Rummahn, c Stanley, b Baker ..... 72
L. T. Ride, c Evans, b Large ..... 4
S. V. Gittins, b Baker ..... 4

## Royal Navy

Capt. H. D. Weir, c Rumahn, b Lam ..... 34
Sub-Lt. Singleton, b Anderson ..... 47
Lt.-Comdr. C. E. Abelson, b Samy ..... 23
Mid. K. Parkhurst, b Samy ..... 7

## S.A. 2nd v. R.N. 2nd

At King's Park, the Royal Navy 2nd lost to the second team of the University by two wickets.

The home team opened poorly

and lost six wickets for 56 runs.

Sub-Lt. Mosley, playing a steady

innings for 36, partially stopped the rot. Gregory and Lt. Waters

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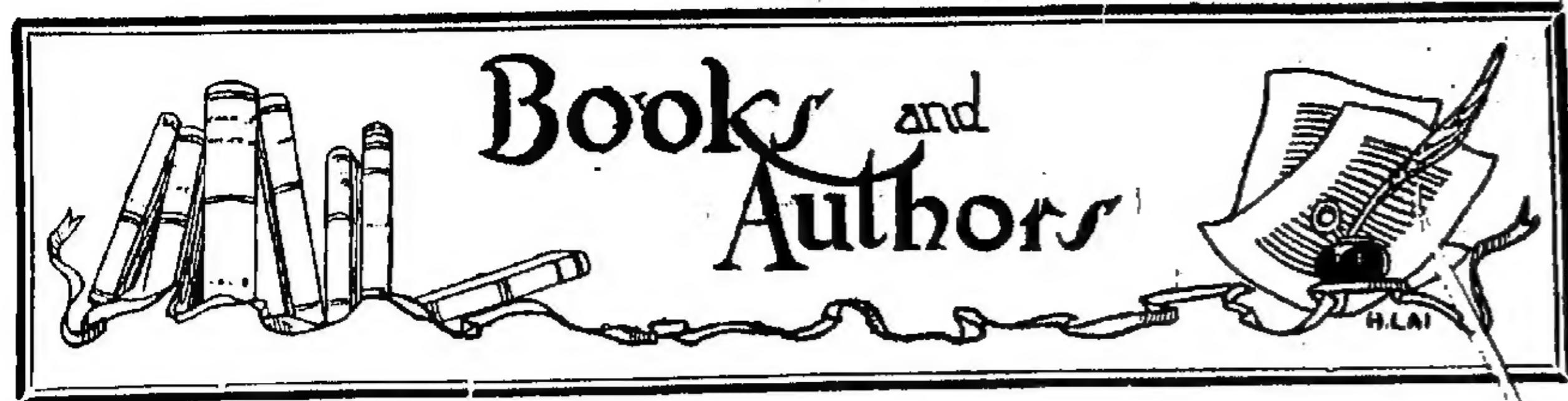
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## LIFE OF MOSES

## Unique Figure in History

"The Life of Moses" by Edmond Flec; Victor Gollancz Ltd., 12s 6d net.

When I was a very small boy I was taught verses on the Burial of Moses one of which ran:—

"That was the grandest funeral That ever passed on earth: And no man heard the trampling Or saw the train go forth!"

thus, long before I had any conscious idea of the beliefs or references implied, I had imbibed certain views about Moses which must have left a permanent impression. It was not till much later that these impressions began to fade.

Most of us in our early school days read the accounts of Romulus and Remus and Numa Pompilius; and it was not till years afterwards that the historicity of the Roman Kingship was even questioned. The gradual realisation of the mythical element in the early classical history paved the way for a similar outlook towards the Hebrew legends, till Samson became a solar myth and Moses the synthesis of tribal unity and endeavour.

A Life of Moses strikes one as being in some ways rather strange and naturally forces to the surface the two great viewpoints from which the Mosiac tradition may be considered. We have the frankly poetic viewpoint where, as with Achilles or Aeneas, the whole is swathed in epic grandeur and miraculous achievement. This is quite evidently the attitude of this book. And of course it is really the only attitude to take. But under these circumstances such a book as the present one ought to be in verse—a great epic or other poem, like the Odyssey or the Light of Asia. A matter-of-fact life in prose seems little more reasonable than a life of Adam, and might almost verge on the comic.

## Downright Realistic

There is the other type of account of Moses, of the downright realistic order. Moses is but Mr. Gladstone or Lloyd George or

Mussolini (tastes will differ as to the modern equivalent) transported a few centuries back. Hard unimaginative writers can picture Moses for us as a hygienic reformer, the gifted precursor of Lister or Pasteur. We are asked to believe that the savage practices of circumcision and the taboo on pork were great hygienic and sanitary institutions like inoculation or antiseptics—but of course born out of due time. As well might we believe that the custom of the couvade was a piece of foresight in hygienic gynaecology. A lot has yet to be learned about the origins and affinities of the group of beliefs which are epitomised in the Torah. But we must always remember that they are a heritage handed down by immemorial custom from a savage past—and the savage is not a simple, but a very complex creature. The simplicity, the directness and the utility are the invention of civilisation, and are a matter of yesterday. A recent publication has put this new point for us with wonderful force and accuracy; and we cannot do better than reiterate it:—

"Savagery with its numerous taboos, its occultism and fetish, its complex ritualism, is mentally more intricate than civilisation. The minds of savages are even more tortuous than they are confused; they are misdirected by crazy classifications and encumbered with symbolic metaphors; metonymy and elaborate falsifications; there is always irrational elaboration and disingenuousness."

When one reads an account of the motions of the earth and the tilting of its axis, one is inclined to speculate on the possible geographical and climatic conditions that might be if there were no temperature zone or if the diurnal rotation were reversed: so when one reads the life of Moses one naturally wonders what would have been the state of modern religious belief if the Christian Tradition had come down through Greek or Roman channels instead of through the Hebrew Tradition—if the hard outlines of Sinai and the unproductive Syrian desert had been replaced by the flowing robes of Aphrodite and the whispering auguries of Delphi or Dodona: Or in teleological phrase, if God had chosen

Pythagoras or Plato as the effective vehicle instead of Moses.

**Monotheism of the Desert**  
Of course the Christian Church as it spread to Alexandria and into the Mediterranean basin gradually left the severe monotheism of the desert behind. Isis, Horus, Osiris, Athene, and Dionysus in their more permeating phases were incorporated in the Church Tradition especially towards the south. The restrictions on image worship were moderated or toned down and the Religion gradually assumed its modern eclectic form. Some modern writers argue that some aspects of the present Christian Tradition depend almost as much on Plato as on Moses (See Dean Ing: "The Platonic Tradition in English Religious Thought"). But we must admit that the appearance of a book such as the one under review would suggest that modern Jewish thought looked back to Moses as one of the unique figures in the moulding of human history.



John L. Murphy (above), whose war stories have won him fame as a fiction writer, was made eligible for pardon when his sentence for burglary was commuted by Governor Denby of Ohio. Murphy's literary career is the second to start within the walls of the Columbus State penitentiary, for it was in this prison that O. Henry won first laurels as a weaver of short stories.

## BUDDHA'S TEACHING

## New Translation From The Pali

## THE "EIGHT STEPS"

["The Word of the Buddha" by Nyanatiloka, (Mahathera) The Maha-Bodhi Press.]

The text of this book is translation from the Pali, which contains the actual words and teachings of The Buddha.

It is divided into four main sections, namely: "The Noble Truth of Suffering," "The Noble Truth of the Origin of Suffering," "The Noble Truth of the Extinction of Suffering," "The Noble Truth of the Path that Leads to the Extinction of Suffering."

"The last Truth" is fully dwelt upon, and this forms the main part of the book, as the Eight Steps along the Path that leads to the Extinction of Suffering, each have a chapter devoted to their study.

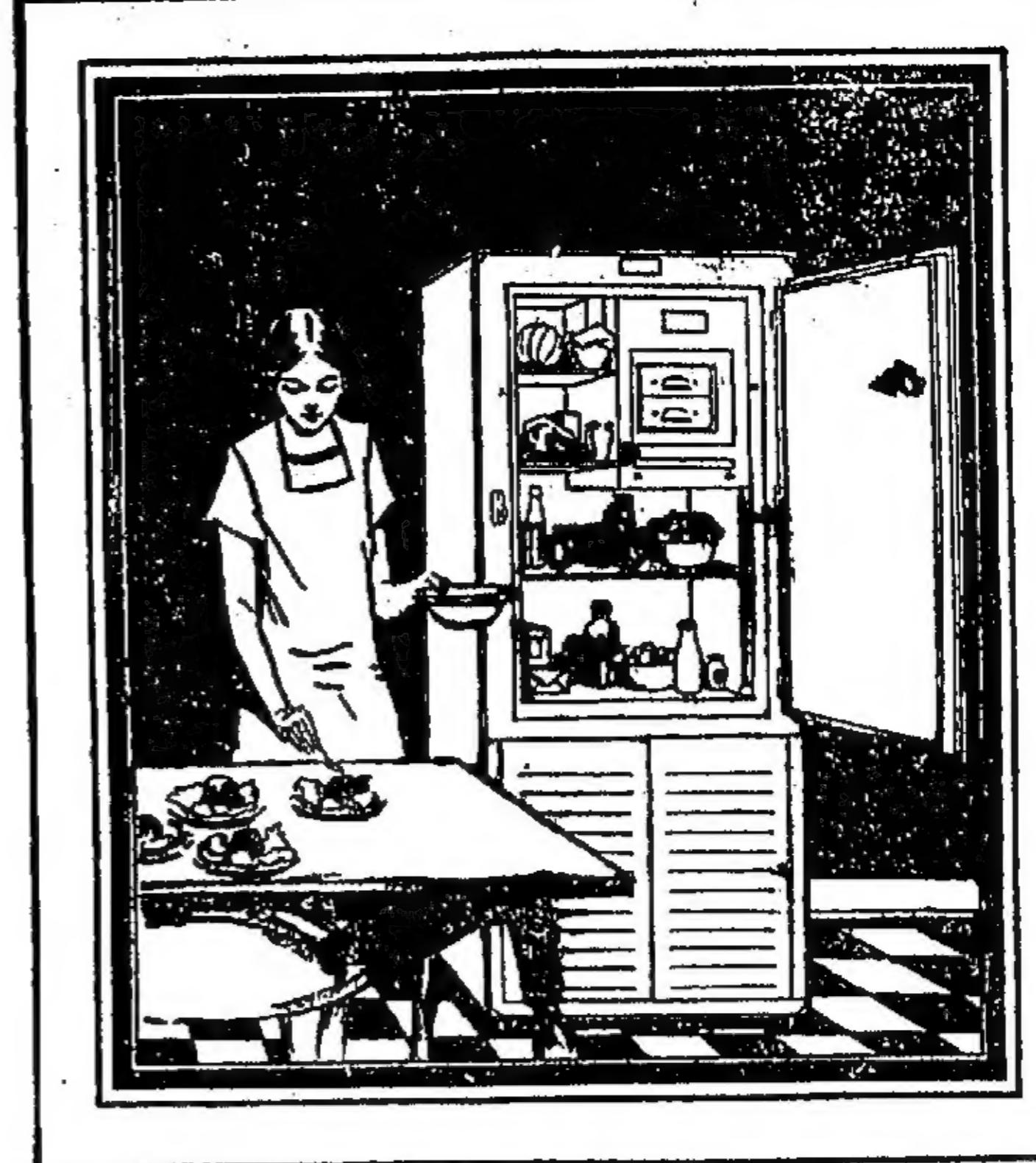
The eight steps are:—

- (1) Right Understanding.
- (2) Right Mindedness.
- (3) Right Speech.
- (4) Right Action.
- (5) Right Living.
- (6) Right Effort.
- (7) Right Attentiveness.
- (8) Right Concentration.

The true disciple of The Buddha, must follow strictly along this eightfold Path, so that he may finally realise the "Law of Deliverance from Suffering." All those Steps are described and discussed in minute detail, and the text is freely interspersed with notes and references, which help one to read more intelligently.

The closing pages describe the laws which govern the lives of the Buddhist monks, which of course consist chiefly of the strict application of all teachings mentioned above, to the daily life. The reward for such virtue is the elevation of the Disciple to the position of a Holy Man, who by putting away all thoughts of the World and the evil it contains, lives only in a state of calm and Holy meditation: this is considered to be the "Law of Deliverance."

For any but those who are students of this Religion, this is a very difficult book to read without whole-time concentration. Even though one grasps the idea of the high ideals aimed at, as taught by the Buddha, the language of the text is very technical and would be very difficult for anyone except a student of either the Buddhist Religion, or Psychology to follow with any intelligence.



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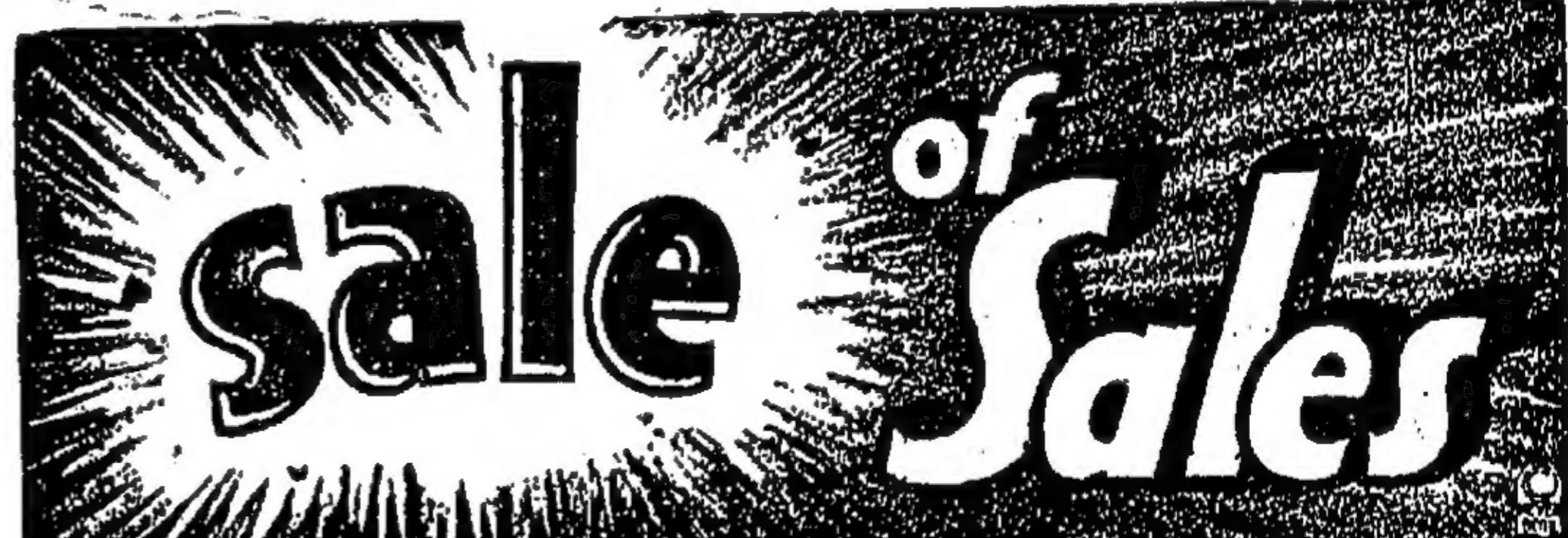
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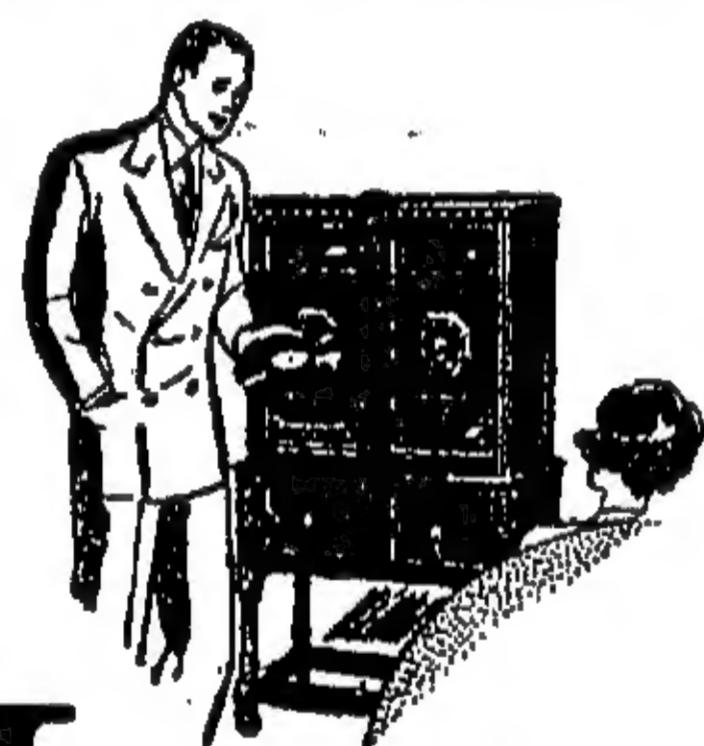
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We have all of these new Victor instruments on display at our store. If you haven't seen and heard them, you've missed a real musical experience. Come in and let us demonstrate. Easy payments.

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of

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by keeping

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Always Handy

SOLE AGENTS FOR HONG KONG AND SOUTH CHINA :  
THE UNITED ASBESTOS ORIENTAL AGENCY LTD.

Tel. Central 236.

2, Queen's Building.



Many non-racing Shouting men—and women—by have wondered in Jockeys the past what the little hut overlooking the race course at the entrance into the straight is for. It is to accommodate officials of the Jockey Club whose business it is to supervise racing and spot irregularities such as bumping and boring. In the first three days there were two disqualifications for crossing in the straight, both made on objections being lodged. In more races than one there was much hectic shouting, particularly in a big field of subscription griffins, when one jockey was badly jammed or trying to steer what he thought to be the right course. I shall remember for a long time, says the *Sunday Herald* turf correspondent, the danger Mr. G. U. da Roza was in in one race—when he was very close to the Judge's box, too! He had to pull up to avoid a nasty accident. And there was no official protest nor objection.

In which connection I quote the following from the *Straits Times*, on the subject of shouting, only the faint echoes of which reach the punters on the rails: — A horse race is a noisier affair than the spectator at a distance usually realises. There is a lot of shouting, calling and objuration among the jockeys, especially at the bends, where riders who see any danger of being unfairly shut in send their protests to the offender in no uncertain terms. But a conversational episode of quite another character is related by F. B. Rees of a race that he won on Harpist at Hurst Park.

Harpist beat Kinnaird by a neck in a thrilling finish, and the point of the story is that Rees used to ride Kinnaird when he was attached to Poole's stable, and the horse, who has a cunning disposition, always went well for this particular rider. In the closing stages of the Hurst Park race, Rees had to drive Harpist up to Kinnaird, and, in urging him, he shouted repeatedly, "Go on, oh man; go on, oh man." Harpist responded well, but Rees suddenly noticed that Kinnaird pricked up his ears and put renewed vigour into his finishing efforts. The artful old horse recognised his voice, and was answering to it as of yore. Realising this, Rees became silent, and Kinnaird immediately slackened, to be beaten in the last few strides.

During the Banyard Smoking Musical Comedy Co.'s season at the Star Theatre, Kowloon, a fellow-scribe who writes under the caption of "Still Waters" in the *China Mail* drew attention to smoking during the performances given. It is noteworthy that a remarkable incident occurred at a municipal orchestral concert at Burnley at which Mme. Elisabeth Schumann, the German soprano, was appearing. Mme. Schumann surprised the audience by walking off the stage at the end of the first of three groups of songs she was to have sung, and declined to appear further. It was stated that she had taken this unusual course as a protest against smoking being permitted in the Palace Theatre, where the concert was being held. Shortly afterwards she left for Manchester, without having been paid her fee. An official of the Corporation stated afterwards that some of the most famous English and foreign vocalists had appeared at the Sunday evening concerts in Burnley during the past ten years, but there had never been a single complaint about smoking. It was stated that the accompanist, Mr. George Altham, had had difficulty in persuading Mme. Schumann to complete her first group of songs. She had desired to leave the stage almost as soon as she had begun to sing. Such an occurrence has yet, I think, to be recorded in Hong Kong.

Mr. W. R. Banvard's Another Musical Comedy Co., having delighted Company local audiences at the Star, theatre-goers ought to be pleased to learn that he has another company, the Banyard English Comedy Co., on its way out to Hong Kong. Here is some advance information I have secured on the tour (which, incidentally, has "The Cuckoo in the Nest," "The Best People," "The Ringer" and "Thark" in its repertoire):—During the tour of the Banyard English Comedy Co. through India and the Far East, they made the most of their opportunities in the way of collecting pictures and films of the interesting things

that they saw, and there are no less than four cine-kodak cameras belonging to their various members. They had a fine opportunity when they were the guests of H.H. the Maharaja of Alwar during his Silver Jubilee. They photographed animal fights and processions and durbars of surpassing magnificence. One event that the company filmed was a fight between a cobra and a mongoose, in which the mongoose got better of the deal.

The regretted Disappearing death of Mr. H. P. Tea White brings to Tasters the once flourishing tea trade of Hong Kong is now practically non-existent. Mr. White must have been one of the last, if not the last, British tea merchant who stayed in the Colony, or came here from other parts of China, with an expert knowledge of tea. Such expert knowledge has to be acquired in the hard school of tasters. There is no recognised method of learning. In the early days of Hong Kong, a lady wrote to her spouse out here to the effect that it had been very thoughtful of him to send the packet of tea for Christmas, but, she had sprinkled it over rice pudding (because rice was "associated" with China) and it did not taste at all good. Such a story can hardly be believed now. The evidence against it, as constituted by the quantities sent home annually by Messrs. Lane, Crawford's and other hongs, is overwhelming. Still, the yarn of the old days goes to show that there is an element of mystery about tea, in support of which contention it may be interesting to read the following by a *Statesman* writer.

Yesterday I became a novitiate member of the ancient and honourable Order of Tea "Splitters" or Tasters. In a long, narrow room impregnated with the delicate aroma of freshly brewed tea, I watched three members of the profession at work. Punctually at nine every morning they enter their sanctum on the second floor of a big Calcutta tea warehouse, hang up their coats, and embark unconcernedly upon their Herculean day's task of tasting—in the busy season of all events—anything up to three thousand cups of tea! Here are blended teas from every garden in India. From twelve to fifteen different gardens contribute their quota to every blend and the job of the taster is to see that that blend is sent out to the world of tea drinkers as nearly faultless as possible.

The tea "splitter's" job is no sinecure. And apprenticeship period of one or two years' training in a London tasting room is indispensable. There are heaps of things one must know about tea before one can assume that difficult role. An epicurean taste is sometimes the least consideration. That struck me forcibly as I watched a taster passing methodically down the wide bench, laden with steaming cups, stopping to sip a mouthful of tea, spitting it away, and passing on to the next cups. Hundreds of cups, apparently all alike to the gaze of the uninitiated, but so vastly different in reality.

From 500 to 600 "spits" is a good day's work for a taster. Naturally he does not drink all the tea he has to taste. That is why he is called a tea "splitter." A tea taster, I recollect, having once been told, must live like a hermit to preserve his delicate sense of taste, rigidly eschewing beer and tobacco and such like indulgences. I resolved to put this knowledge to the test. The tasting room staff were frankly amused when I put my question. Apparently the hermit theory is a myth. "Nothing eaten or drunk in moderation harms the palate," they assured me. "So you can explore that idea absolutely."

Chefoo has been much in the lime-light this last week and the Royal Navy has had a sloop there for some time. Foreign warships visit the port fairly frequently in the summer. It is, Wei-hai-wei, however, that is the summer headquarters of the British squadron in China. Wei-hai-wei is not far from Chefoo, both being on the northern coast of Shantung peninsula. It is understood that Wei-hai-wei will be handed over to the Chinese Government in accordance with the rendition agreement drawn up four years ago, as soon as a Chinese Government has emerged which is in a position

to ratify it, and to carry out its terms. The name Wei-hai-wei is a misnomer as applied to the territory leased to Great Britain in 1898, following on the seizure of Port Arthur by Russia.

Actually, it belongs to a small walled town which, though close to Port Edward, the headquarters of the British Commissioner, has always been allowed to remain under Chinese jurisdiction since Britain entered into occupation of the territory, comprising an area of 285 square miles, in the northeast of Shantung. The last syllable of the name Wei-hai-wei means a garrisoned and fortified post, and the Wei of Wei-hai was one of several Wei established along the coast in the fourteenth century to protect the inhabitants from piratical attacks of the Japanese. The last time that Wei-hai-wei suffered from Japanese arms was in the China-Japan war of 1894-5. The fortifications had been reconstructed shortly before by German engineers, but they were not nearly so strong as those of Port Arthur which fell after a single day's fighting.

The Chinese put up a better fight at Wei-hai-wei and capitulated only after several weeks when overwhelming forces were brought against them both by land and sea. A great part of their fleet was sunk or captured and the admiral committed suicide. Since 1816 when the frigate *Aleste*, accompanied by the sloop *Lyra*, visited Wei-hai-wei, many ships of the British Navy have lain at the port, and the personnel has derived much benefit from its healthy climate, and welcome relief from the heat of the summer months. British occupation allows the Commander-in-Chief of the China Squadron to carry out target-practice and other exercises afloat and ashore under ideal conditions. Thus, as a naval base, Wei-hai-wei has been a valuable asset to British interests in the Far East.

In view of the Vaccination present vaccination and Sleepy campaign in Sickness the Colony and its excellent results, it is difficult to account for a strange occurrence. It is known among a good many people that one of Hong Kong's leading medical practitioners is going home suffering from sleepy sickness. It is known to only a few, however, that this disease was contracted in humanitarian service at one of the local hospitals. With these qualifying remarks, therefore, I accede to a request to give publicity to the following:—

Dr. W. Bentley Purchase, deputy-coroner for East London, concluded his inquest in mail week on the peculiar "on in a million" case of death after vaccination.

It was stated in evidence at the first hearing that Sidney Herbert Crowe, eight years old, of Abbott-road, Poplar, was vaccinated by a school doctor, and afterwards became very drowsy. He was taken to Poplar Hospital, where he died from encephalitis lethargica (sleepy sickness).

Dr. Arthur W. John, of Poplar Hospital, was asked by the Coroner if the vaccine had something to do with death. "Yes," he said. "It is a very rare condition, denied by some to exist. It was an organism introduced to the vaccine casually.

The Coroner: Is it a defect in the lymph?—It is supposed to be.

A few cases have been recorded, but it is one in a million.

It is not definitely proved beyond dispute?—No.

You have it down as the cause of death?—It is the only diagnosis one can make.

Does it mean that there is anything wrong in the method of vaccination?—No; it implies that a causal organism is introduced into the ordinary vaccine.

Dr. Cotter, Public Vaccinator, Bromley, said that he vaccinated the child among a batch of 106. All except Crewe had taken the vaccination excellently.

Returning a verdict of "Death by misadventure," the Coroner said the condition apparently depended on something which was not quite properly understood. It was exceedingly rare.

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Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone. All Trams pass in front of Hotel. Most Moderate Rates in the Colony. Hotel Launch meets all steamers.

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Monday, Wednesday and Friday,  
From 5 to 7 p.m.

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Telephone No. C. 373.

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PRIVATE RESIDENTIAL HOTEL—FINE SITUATION  
UNEXCELLED CUISINE.

Most Moderate Terms  
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The Dairy Farm Ice & Cold Storage Co., Ltd.

Now on view.

A NEW Consignment

OF

## KAYSER STOCKINGS

in

new shades and designs  
also with black pointed heel.

Inspection Cordially Invited.

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2, D'Aguilar Street.

Under the Patronage of  
Sir CECIL CLEMENTI, K.C.M.G.

COME TO THE  
S.P.C.A.  
FANCY DRESS  
&  
MASKED BALL  
AT THE  
PENINSULA HOTEL,  
March 8th, 1929.

Tickets including Dinner, Supper and Dancing  
until 2.00 a.m. \$7.50.

Also floor tickets including dancing and supper \$5.  
Obtainable from

The Hon. Secretary, c/o Messrs. Thomson & Co.,  
York Building.

Messrs. Anderson Music Co., Ltd.  
Thos. Cook & Son, Ltd.  
Moutrie & Co., Ltd.  
Principal Clubs.

IN THIS CHANGEABLE WEATHER,  
everyone should have a bottle  
of our  
COLD AND COUGH  
MIXTURE  
by him.

THE COLONIAL DISPENSARY,  
13, Queen's Road C.,  
Tel. C. 1877.

SUMMER VACATION.  
SPECIAL INCLUSIVE RATES

For trips to JAPAN, INDO-CHINA and JAVA for the Summer Months including return Steamship tickets, hotel accommodation, baggage transfers, and sightseeing. By this method the traveller is relieved of all the annoying details of purchasing tickets, reserving hotel accommodation, etc. A safe and convenient method of carrying your funds during your holidays is by means of our system of Travellers' Cheques. Also be free from anxiety and insure your personal baggage with us at current rates.

All further particulars furnished on application to:-

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(Incorporated in Great Britain)

General Foreign Passenger Agents, Pennsylvania Railroad.  
and

WAGONS-LITS CO.  
12, Pedder Street  
Opposite Hong Kong Hotel  
Phone C. 524.

Pamela

Begs to inform her clients that as from

March 1

MRS. B. J. DUNNET  
(late of Messrs. Lane, Crawford, Ltd., and Messrs. Powell's)

will take charge of

SALES DEPARTMENT

THE  
DESIGNING & DRESSMAKING DEPARTMENT  
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JUST RECEIVED  
AN EXCELLENT SELECTION

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HONG KONG, SUNDAY, MARCH 3, 1929.

"Railway Stands in the Way"

THE fact obtrudes itself that the Railway stands in the way of the best development of Kowloon." Such was the candid and outspoken statement made by the Chairman of the Kowloon Residents' Association at the annual meeting of the members of that body on Thursday evening.

Careful study must be made of this assertion not only to be able to agree with it, but to explore the possibilities of the Railway being taken further out from Kowloon Point to another site in which centrality must not be lost sight of from the point of view of most convenience to the travelling public. It will not do to take that one bald statement by itself and take sides for or against it. The Chairman of the K.R.A. added that the Railway appropriates quite one half of the water front of the Peninsula; that it has over a million and half square feet of valuable land lying practically idle; that it practically prohibits access to the most southerly side; and that it has piers about three times as extensive as the public piers and which are scarcely used at all.

When the present site was fixed for this very costly Railway no one in authority at least had provision of the rapid rate of expansion of Kowloon Point. Possibly the now threadbare argument that trade and railway communication are inextricably interwoven, irrespective of the site and other factors, was responsible for the Railway Station being situated so close to the Ferry and to the wharves of the Blue Funnel Line and the wharves, etc., of the Wharves and Godowns Company. If, as does not seem probable, town planners existed in those days, their opinions could not have been sought. Looking at the whole matter from the angle just presented, however, can those responsible for the present site of the Railway and the Station be greatly blamed?

Other times, other developments, and other decisions. It seems clear that the Railway has taken a stranglehold of most valuable land at Kowloon Point, where further development is a sheer impossibility. The necessity for more public piers has long been accentuated. The need for wider roads has figured in all recent discussions for the relief of congestion at Kowloon Point. But every want is sorely circumscribed by the land occupied by the Railway. All the suggestions toward betterment and improvement can get no further than mere patch-work so long as the Railway land remains inviolate. Possibly the idea of removing the Railway further away from the sorely congested portion at Kowloon Point has never before entered into the realm of serious consideration by the authorities. The Railway Department is not likely to suggest any alteration in the locale of its premises—station, piers, vacant land, and all included. Even so, the Railway is only one Department of the Government of the Colony. It does not follow that, because the Government of the day when the Railway site was fixed decided it must be there and nowhere else for the next thousand years, the Government of the present time must rigidly adhere to it.

The Railway and nothing but the Railway cannot for ever be the only pebble on the beach of local policies and politics. The tidal wave of true progress cannot be stayed if it can be demonstrated that the Railway as a revenue producer would not suffer one iota by being removed nearer Hung Hom. But, if one can only imagine the Railway out of the way at Kowloon Point, one can easily foresee the ease with which every single scheme for development in this area can be solved to the satisfaction and the convenience of the whole community. The points raised at the annual meeting of the Kowloon Residents' Association are certainly worthy of the most serious thought. It is to be hoped that they will be treated in the light by the authorities and not left to another Governmental regime to decide.

HONG KONG FAIRY STORIES

It was not mentioned in the Honours' List, but it is a well-authenticated fact that one of the Kowloon members of the Legislative Council is shortly to be created a Peer of the Realm.

It is also generally believed that the plump little "O.B.E." distinction is the most coveted of all British honours.

Honoraria are unpopular with Hong Kong directresses. They would (so they say) much rather that their staffs received a bonus of, say, 20 per centum, on their salaries.

The 2nd Battalion Scots Guards, since their arrival Home, have

heard so much about their achievements on the China Coast that they are longing to be back again.

Hong Kong Tramway Co., Ltd., welcome competition of any kind. They say it is the very life blood of trade. The more buses on the road, the happier they will be.

Honoraria are unpopular with Hong Kong directresses. They would (so they say) much rather that their staffs received a bonus of, say, 20 per centum, on their salaries.

Honoraria are unpopular with Hong Kong directresses. They would (so they say) much rather that their staffs received a bonus of, say, 20 per centum, on their salaries.

The Honours' List

The New Year's list of honours, publication of which was, very properly, deferred until the health of His Majesty the King had improved, does not appear to be quite up to average in point of interest. There is nothing very exciting about it. Thirty new knights have been created; but even that causes but the faintest of thrills; and as to the batch of O.B.E.'s which is, as usual, included, that merely leaves us quite cold. True, one of the O.B.E.'s comes to one of our most distinguished citizens, namely, Lt.-Col. L. G. Bird, D.S.O., Commandant of Hong Kong Volunteer Corps, while a C.B.E.—(Commander of the Order of the British Empire)—is awarded to Mr. Li Yau-tsun, Chairman of the local Chinese Chamber of Commerce, and a Chinese gentleman of worth and distinction. Mr. Li has been some 50 years resident in the Colony and has often shown that he is thoroughly appreciative of what the British have done for his countrymen who have thrown in their lot with Hong Kong. He and many other able Chinese have also done much for the Colony, and in acting as they did and do they merit such recognition as is from time to time made by His Majesty the King. It is also good to note that a batch of O.B.E.'s has also been conferred on Shanghai and Tientsin. This should cause quite a flutter in these ports. The British Consular Service in China has also been honoured—really honoured—for a distinction well worth having—no less than a Knight Commandership—has been conferred upon Mr. J. T. Pratt, a well-known Consul-General, who has officiated in many of the China Coast and Yangtze Ports. It must be confessed, however, that so far as Far Eastern and especially Hong Kong recipients are concerned the Honours' List might easily have been very much better and brighter.

The Navy and Chinese Piracy

The suggestion put forward in the House of Commons, that additional naval guards should be provided for British ships trading in Chinese waters as a protection against pirates, is not likely to find much favour among the practical men, for what "The Navy" describes as "the excellent guard of war-like Sikhs" which is put on board most British steamers nowadays finds itself at a hopeless disadvantage when pitted against pirates whose great asset is surprise. Gangs of pirates carefully place themselves as passengers in every part of the ship, and with typical Eastern patience are willing to wait voyage after voyage until their opportunity presents itself. Then they can rise with such suddenness that no armed guard has the least chance. Patrolling or convoying is the only possible means of circumventing the activities of these piratical gentlemen, and at the present time the material on the China station is not sufficient for the purpose. That is the opinion of the organ of the Navy League, inspired doubtless by the members of its branches in the Orient.

Keep Watch

Is Hong Kong likely to see the Navy League film, "Keep Watch," a private view of which took place at the American Theatre, London, on December 17? Admirable views of British ships of war at sea are shown, and of scenes on board a battleship—the building of a cruiser from the time of laying the keel to the launching; a series of scenes of Sea Cadet training; views dealing with the food supplies of the Home country that come by ocean highways; a selection of Canadian scenes of typical industries—and many other scenes of naval life, all of which were viewed by the audience with profound interest. In Hong Kong we were recently regaled with a German version of "The End," in which it was strange not to find one picture dealing with "The End's" exploit in Penang. Even so, the film had many good points in its favour, looking to its origin; but, purely War pictures apart—of which there surely has been more than a surfeit—a film such as "Keep Watch" could not but be appreciated out in the Orient; where our gallant sailors have had to "Stand Watch" not only during the long years of the War but every year and day since.

THE "HERALD" CALENDAR

March 6, 1929.—St. Joseph's Villa, an addition to the Sacred Heart English School, opened by the Hon. Dr. R. H. Kotewall.

March 7, 1888.—Departure of Sir J. Pope Hennessy, Governor, from Hong Kong.

March 7, 1920.—University of Hong Kong conferred honorary degree of LL.D. on Sir John Jordan.

March 8, 1898.—Prince Henry of Prussia in Hong Kong.

March 9, 1906.—Messrs. Ho Kom-tong and Frank Smith appointed unofficial Justices of the Peace, Hong Kong.

WHAT THING

by  
"CAN DO."

If making money—the

Sweep first of all English games

Tickets as Carlyle called it—is

much more attractive

than the prosy business of earning

it, how much more pleasant is in-

dicated by buying Race tickets: The

most thrifty people, those who never

gamble at races or cards, hardly re-

gard it as folly to spend a dollar

or two in the hope of gaining \$1,000,

even if the sum they pay be far

more than the chance is worth.

Some, to lessen slightly the im-

probability of winning a prize, buy sev-

eral tickets; but it has been said

that there is no more certain pro-

position in mathematics than that

the more tickets you buy the more

likely you are to be a loser. Adven-

ture upon all the tickets in a Race

lottery and you lose for certain, and

the greater the number of your

tickets the nearer you approach to

this certainty. However, people do

not think of these things at the an-

nual Race meeting in Hong Kong;

many take tickets with punctilious

regularity, waiting for their luck to

turn and repay them a hundredfold.

Is it an insignificant delight to

tempt fortune, if only to the extent

of a few dollars once a year (and

at every extra Race meeting)?

\* \* \*

"The worthy Commiss-

Theatre sioners seem to have

Prices missed the mark in

comparing the prices

charged in Hong Kong with those

HONG KONG & DIRECTORY

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Peak Tram Station Store, Lower Tram Station  
Lee Yee, 12, D'Aguilar Street  
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# Hongkong Sunday Herald.

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HONG KONG, SUNDAY, MARCH 3, 1929.

9



INTERNATIONAL BEAUTIES AT A HONG KONG EXHIBITION OF DANCING FOR CHARITY.—At the Club de Recreio, King's Park, Kowloon, last Saturday. Ladies and girls of varying ages in costumes representative of the nations at the performance for charity.—(K. Fujiyama).



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NEW RESERVOIR.—The stream bed at Shing Mun, New Territory, which will be submerged by the new reservoir.



GERMAN COUNTRY CLUB PARTY.—The annual fancy dress party of the German Country Club, Shanghai, was held in the Clubhouse, No. 454, Avenue Haig, when a large number of members and their friends attended to make the function a great success.—(Ah Fong).



FAMOUS FEMALE IMPERSONATOR.—"So Wun-Laan," the "leading lady" of the Tai Law Tin troupe, who is one of the most improved Cantonese actors of the present day.



EWÓ COTTON MILLS STAFF DINNER.—The foreign staff of Ewo Cotton Mills, Ltd., were entertained to dinner at Ewo Lodge by invitation of Mr. J. J. Paterson, chairman of the company. Included in the above group are Mr. J. J. Paterson, Mr. H. Martin Little (director), Mr. R. J. Mc Nicol (manager of Jardine's Mills Department), Mr. J. Harrop (Manager of Ewo and Yangszepoo Mills, formerly of Sookumpoo, Hong Kong) and Mr. W. K. Smith (manager of Kung Yik Mill).—(Ah Fong).



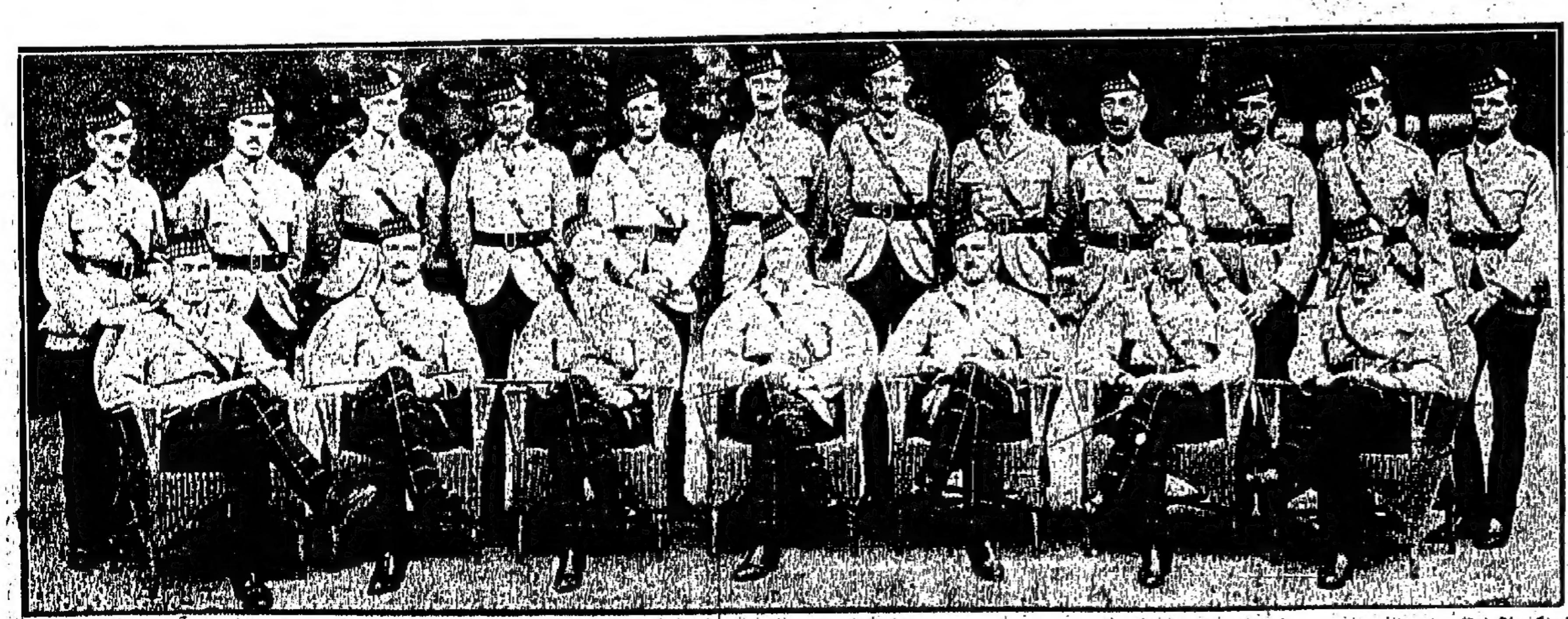
SHING MUN WATERWORKS.—The bed of the river in the New Territory, looking towards the present intake.



SIR REGINALD TYRWHITT, recently c.-in-c., China Station, promoted Admiral.



ROCKY BED.—Of the Shing Mun River, when Hong Kong hopes to get a supply of water before very long.



OFFICERS OF THE 2ND BATTALION, THE KING'S OWN SCOTTISH BORDERERS, HONG KONG, 1920.—Seated (l. to r.)—Capt. P. Perfect, Maj. E. G. Miles, D.S.O., M.C., Maj. B. C. Lake, D.S.O., Lt.-Col. L. J. Comyn, C.M.G., D.S.O. (officer commanding), Capt. A. G. Dobble (adjutant), Capt. G. H. R. Abbott, Capt. R. Paton Reid; Standing (l. to r.)—2/Lieut. A. B. S. Clarke, Lieut. J. D. A. MacLaren, Lieut. C. W. P. Richardson, Lieut. F. M. V. Trogeur, Lieut. J. Scott-Elliot, Lieut. the Hon. W. F. C. J. H. Napier (Master of the Napier), Lieut. J. D. Welch, 2/Lieut. Sillson, Lieut. W. Pyper, D.C.M. (Quarter-master), Lieut. W. G. Mattingley, Lieut. J. G. Shillington, Lieut. H. A. Kelly.—(K. Fujiyama).



"THE SAMOAN DANCERS," opening a short season, commencing to-day, March 8, at the STAR Theatre.

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## A Confection in Flesh Silk



Here is just such a gown as every woman dreams about, and seldom finds. It is of flesh-coloured silk maline, with a bodice of gold lace and a V-shaped back and front. The bouffant skirt is ornamented at the waist-line with a pink silk bow and pink and gold flowers. Of course, the wrap must go with the gown.

## FELIX

Felix have some very odd and attractive three piece sports suits. They are just the thing for between seasons.

Two especially caught my eye. The first was a birch tree effect. The skirt had three box pleats on either side; the background of the material being a silvery grey flecked with tan and white. The sweater, with long sleeves, was made of plain tan, while some narrow bands of the skirt material circled it six inches from the edge. The coat was carried out in the birch effect. To complete this dainty ensemble there was a hand woven non-crushable straw hat on the same principle.

The second suit was a powder blue effect. The skirt and coat looked very much like the dainty old-fashioned raised crochet-

ed work, while the sleeveless jumper was plain powder blue with a little of the raised crochet effect worked into the bottom of the jumper.

A riot of colour attracted me and upon investigation it proved to be a dainty and serviceable afternoon frock. Knife pleats being very popular this season, the designer had happened on a happy combination here. The pleated skirt was in heavy black Paris crepe, while the Russian tunic effect was carried out in a wonderful shade of amber. The neck was "V" shaped, whilst the sleeves were tight fitting, finished at the waist with a row of gold buttons. The only trimming of the unusual gown were three flat diamonds down the front of the gown, at the top of each a bow of the amber material had been placed. The belt on the tunic was finished with a clear amber buckle.

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## HAIRDRESSING

Clever Artifices to Aid  
Nature

With the return to dainty and feminine clothes comes the inevitable change in hairdressing. Obviously it is incongruous to wear a full and flowing frock with a sleek and shingled head. Therefore, as fashion decrees that for evening wear, at any rate, women must wear frilly, almost pampered, dresses and long skirts, they are obliged to regulate their heads accordingly.

In Paris they began to grow their hair again in August, but the terrific heat wave sent them all flying to their hairdressers to be shorn once more.

The intermediate stage, when the head is covered with unruly wisps of hair, has discouraged many from the attempt to gain a second time a head of long tresses. Designers and hairdressers, realizing this, have created most attractive caps and headresses to cover untidy heads. There are little swathed turbans of metal tissue, in gold, silver, copper, and bronze; of metal lame with a design of bright flowers, or of jewelled net sewn with paste stone to tone with the wearer's dress or cloak. Some times coarse metal net is used, or net as fine as a cobweb and sparkling with jewel dust. Juliet caps of pearls; tight-fitting medieval caps of gold or silver lace with long lappets or narrow chin-straps; Dutch caps, wired and pearlized; strands of metal ribbon joined together to form a snood or casque; or wide bands of metal lame to encircle the head, to which jewelled medallions are attached over the ears.

Some are worn to cover the hair completely, others reveal a little bunch of curls at each side of the face, or a row of them peeping out above the nape of the neck. For those whose hair is not yet long enough to be curled little caps are made with artificial curls, carefully matched to the shade and texture of the wearer's own hair, sewn to the sides or back, that there is not the slightest danger of shedding a bunch, as so often happens when curls are carelessly pinned on.

Certain Parisian milliners have introduced this same idea in hats, making alluring little bonnets of velvet or fur-felt with bunches of curls attached to suit the wearer's face. As Frenchwomen live in their hats all day, this fashion is possible. Englishwomen are less self-conscious, and would probably absent-mindedly remove their hats, curls and all, directly they came indoors, no matter who was present.

There are also cleverly contrived wigs, light and thistledown to wear, and so beautifully made that they def detection. These can be slipped on in a trice and transform a ragged head. Single-wigs were almost universally worn by women at the seaside this summer, making it possible to dive and bathe without the hot inconvenience of a rubber cap. After bathing the shingle-wig was slipped over the dishevelled head, enabling its wearer to emerge from her tent or cabin as neat as when she entered it.

Wigs have developed rapidly in the last few months, and are now made curly and soft and feminine. For busy women, returning late from their work to keep an engagement to dine or dance or go to a

## For a Dinner-Dance



Here is a dinner-dance frock in deep rose crepe and velvet. The crepe skirt is very full, terminating in a band of shimmering velvet. The bolero jacket is of velvet, studded with brilliants, as is the narrow girdle.

play, they are a great boon to hide a head of slowly growing hair.

Women who were strong-minded enough to resist the shingle fashion are now in their glory, for they can adapt their coiffure to suit any type of dress without artificial aid; and hairdressers are rejoicing because at last they again have scope for their skill, and can sell some of their enormous stocks of false hair which have lain for so long useless in their storerooms.

## Top Coat of White Polo Cloth



Smart tailoring and simple lines feature this roomy top coat of white polo cloth designed for the woman who likes to attend outdoor sports events. The garment is characterized by large patch pockets and oversize pearl buttons. A white French felt hat and white kid pumps with military heels complete the costume.

## YOUR SPARE ROOM

Think of Your  
Guests

There is a definite new style in the decoration of our homes to-day, so we must all look to the comfort of our guests as well and see that the spare room is as dainty and attractive as our own apartments. This article is the outcome of a very pleasant stay with a friend who showed me the way to the daintiest little room wherein to spend a night.

On entering this room I was immediately impressed with the kindly thought of the lady of the house for the comfort of her guest, and in a heart to heart talk with her she gave me many tips which made me realize that it is within everyone's reach to copy her in her kindly thoughtfulness.

Let me describe the room. On the floor was a large Chinese mat with gaily coloured border, and by the bedside were two Chinese rugs of equally gay colouring, with a third by the dressing table. The few boards left showing were stained with some staining which gave the room a bright and finished appearance. The bed had been placed in such a position that every little puff of wind came towards it. The bed was covered with a pretty bedspread made of green checked gingham, whilst beside it was a chair covered with the same material: the curtains were of the same material also but plain, not checked, as were also the table covers. The material was inexpensive.

When I opened the drawers of the toilet table there was not any need for the remark one so often hears—"Oh, I am so sorry, I always keep my old things in here." Every drawer was empty and there was therefore plenty of space, and no need on my part of feeling I was intruding. It was a kindly thought of my hostess to clear away her gewgaws for the one night I spent at her house. My hostess had also lined the drawer with a pocket similar to those we made for our Mahjong cloths, which is a great convenience and greatly appreciated by men who are always losing their studs, etc.

Beside the bed, on a useful sized table, was placed an electric lamp the pottery base of which was green and the shade a vivid orange (made by my friend's clever fingers), while some books and recent magazines were carelessly laid about to while away any dull hour.

The wall was bedecked with no family portraits of folks of whom I had never heard, or whom I should

## Dinner Gown of Metallic Cloth



Gold metal cloth shot with flashes of brilliant green is the material used in the formal dinner gown shown in the picture. Only one ornament is worn with the creation, a large emerald and gold buckle at the girdle.

probably never see, but instead four always put away when the room was beautiful pictures of English flowers, the work of a true artist, had been extracted from Christmas number and framed. Nor were there any old trunks lying about this dainty spare room: even if there had not been a box room in the houses I know my hostess would have covered any unsightly trunks with material to match the rest of the trappings.

It adds very much to the comfort of a guest to provide a stool on which to place a suit-case or other light luggage. Such a stool could be made locally by any Chinese carpenter for a few dollars, and evinces still further consideration for our visitors.—"Singapore Free Press."

## EVE

Eve has just received some very smart linen and crepe afternoon dresses at reasonable prices. The dresses are by Helene, of Rue des Moulins, Paris, and are very smartly finished, also nice selections of evening dresses in lace and organdie, and voile suitable for the summer.

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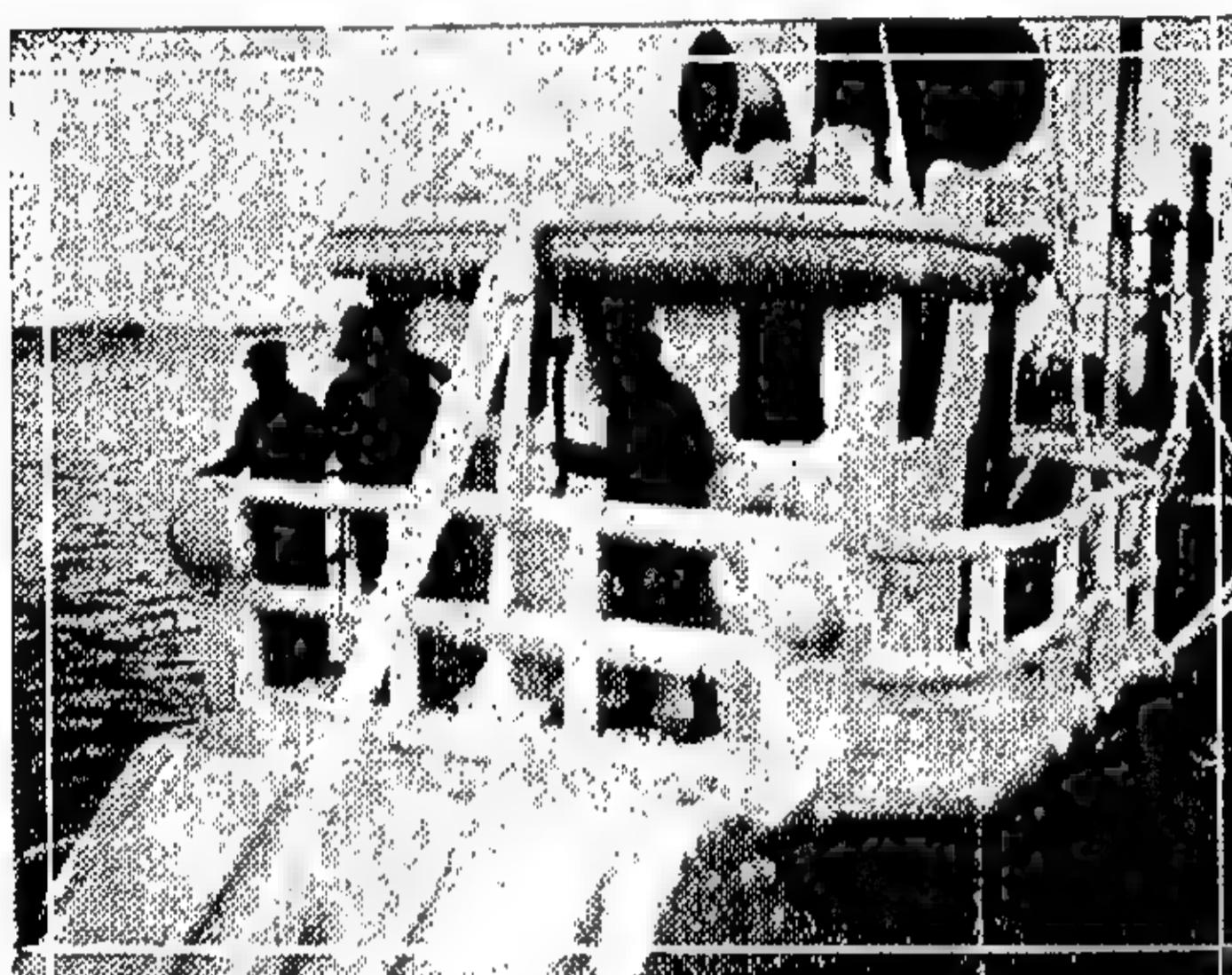
## ROUND THE GLOBE IN PICTURES.



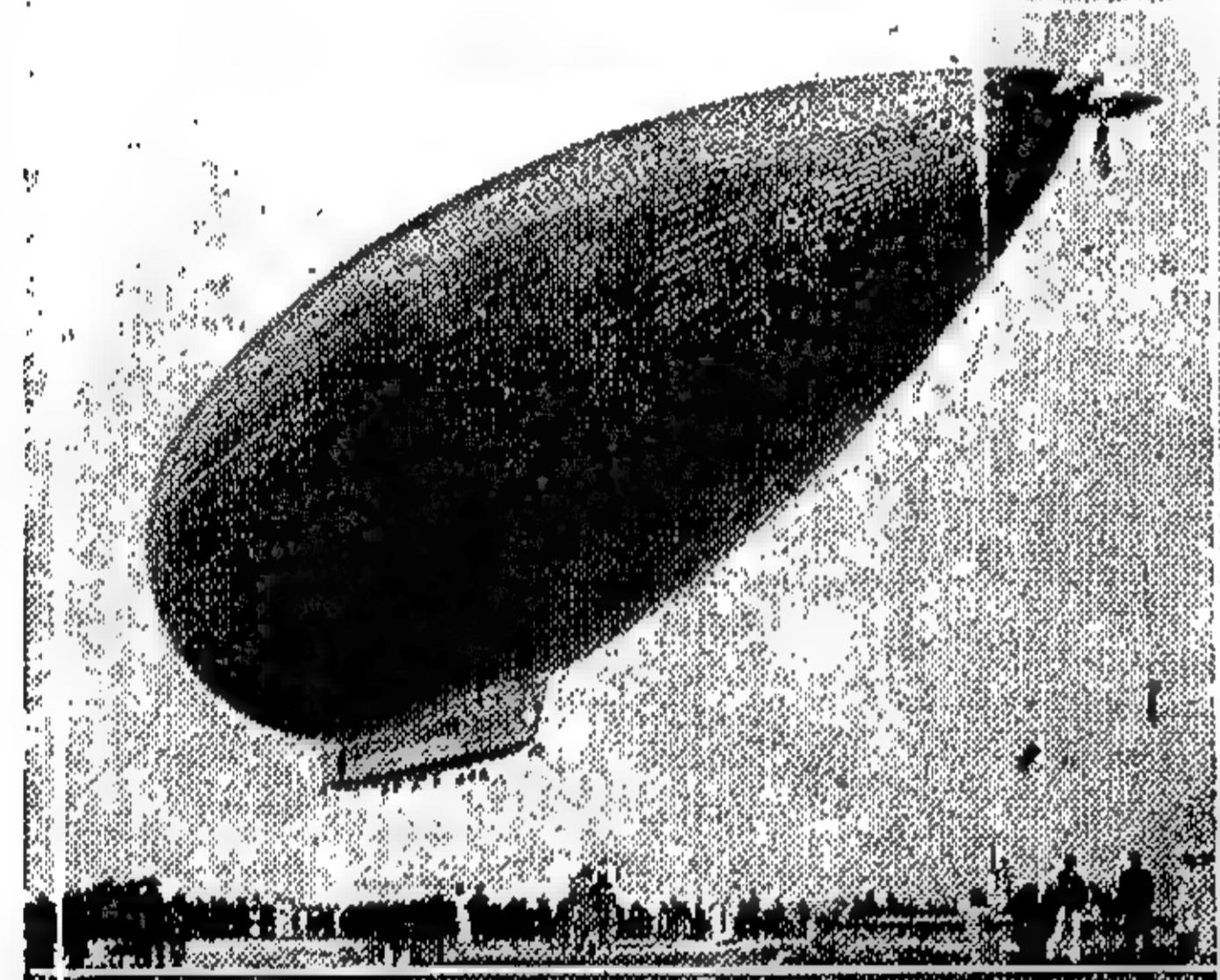
Albert Copinger, the world's champion alligator wrestler, who, unarmed, makes a sport of wrestling with alligators in the wild Everglades of Florida. He has escaped death a number of times, but seems to enjoy the sport.



The crew of the giant tri-motored U.S. Army Fokker 'plane "Question Mark" which recently beat all world's records for an endurance flight, remaining in the air for 6 days, 6 hours, 40 minutes and 15 seconds. The distance covered was approximately 11,500 miles. Additional supplies of gas and food were transferred to the plane from another plane several times daily. Left to right, Major Carl Spatz, commander; Capt. Ira C. Eaker, pilot; Lieut. H. A. Hawerson, Lieut. Elwood Quesada, and Sergt. Roy Hone.



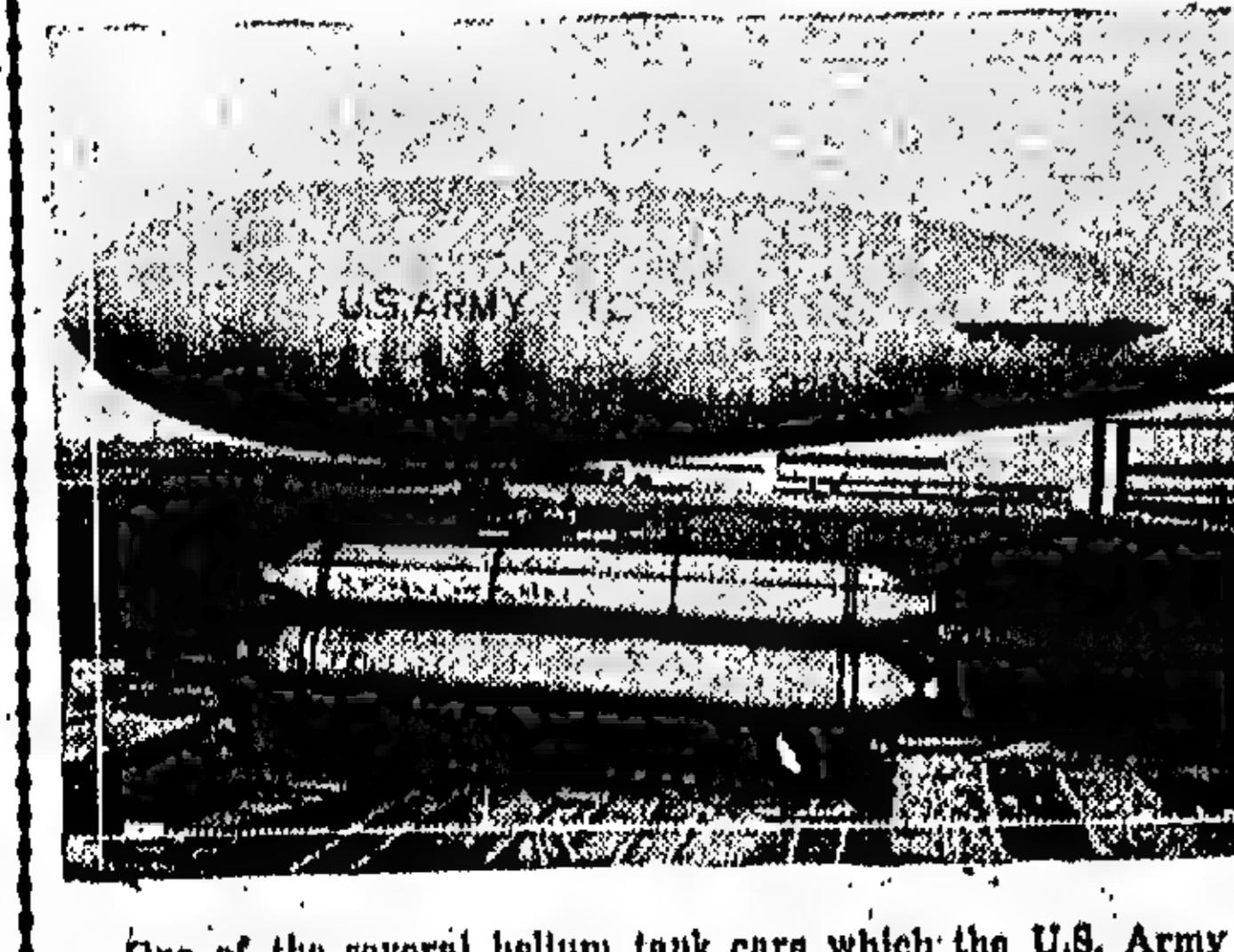
Members of the crew of one of the fishing steam trawlers out of Boston, Mass., cutting away the ice on their ship on its return to its port after a fishing trip in the Atlantic. So intense has the weather been that the ship was covered with ice six and seven inches thick on rigging and decks.



"The City of Grenade," in the air for the first time, when its buoyancy was given a short first test. The craft is the first all-metal steam-driven dirigible to be built. Capt. T. B. Slatte is the designer and builder.



Florenz Ziegfeld (right), the famous producer of musical masterpieces, inspecting one of the first commercial television sets which he has purchased to select beauties from a distance. The set which hooks up with an ordinary radio, enables him to select by visual radio, beauties he wants for his forthcoming shows. Mr. Ziegfeld intends in the future to look over the whole world for the girls he needs.



One of the several helium tank cars which the U.S. Army Air Service has just placed in operation. These cars contain three huge cylinders having a capacity of 200,000 cubic feet, enough to inflate an ordinary sized airship, such as is shown here being inflated. In the past, helium was carried in small tanks, 1,200 of which were necessary to inflate this size of airship. Now an airship can come down to any railway track for inflation.



Kansas City—A characteristic shot of Forrest Di Bernardi, who is captain of the Cook Painter-boys, the U.S. National basketball champions.



Mlle. Allain, a typical beauty of France and winner of several beauty contests in her country, who is now appearing on the musical comedy stage in Paris, where her beauty and charm have attracted to her many followers.



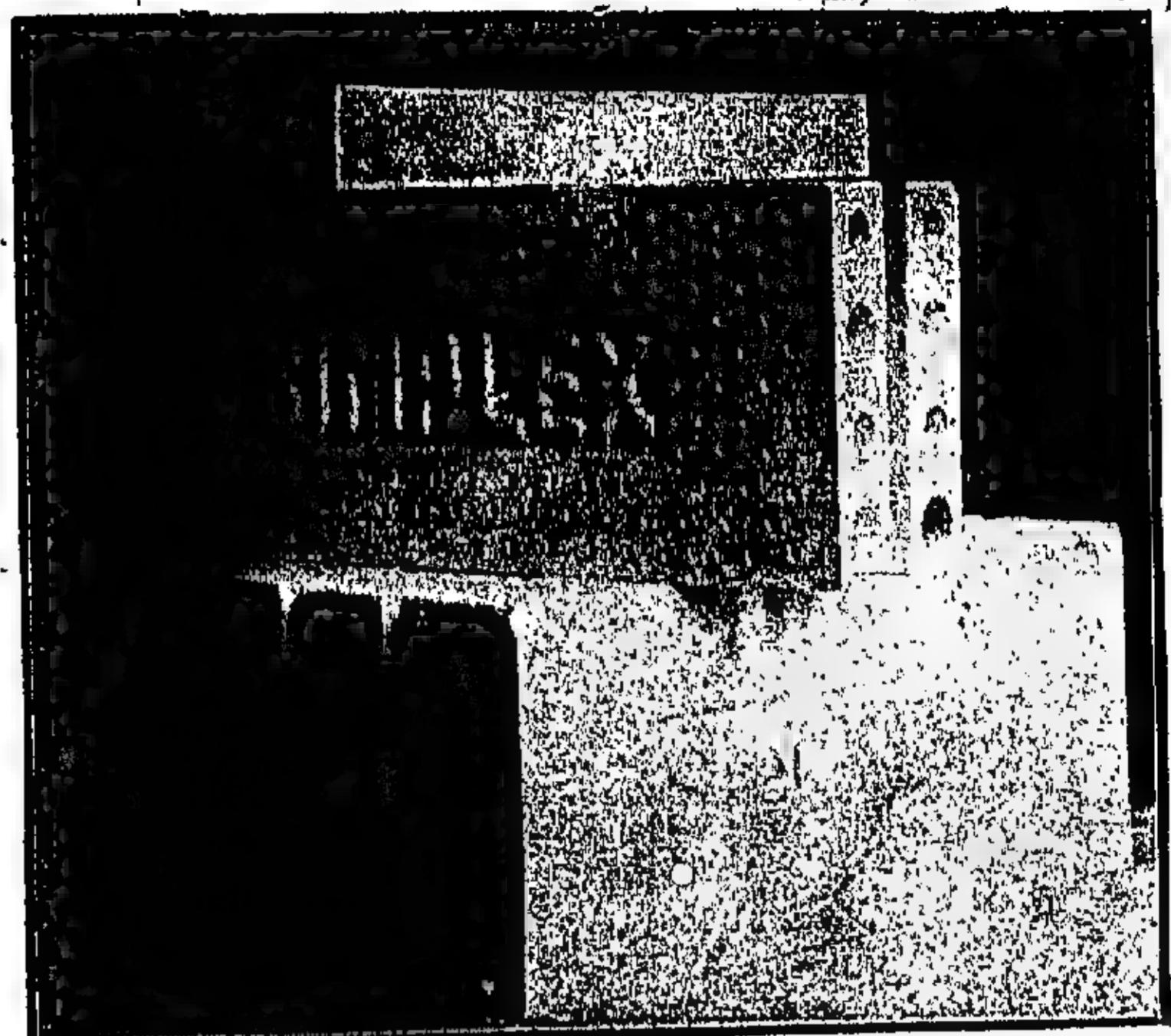
Mrs. Margaret Roller, an artist in the U.S. Department of Agriculture putting the finishing touches on a model of a Spanish Jack, known in America as a mule, which will form part of the exhibit of the Department of Agriculture which is being sent to Spain for the International Exposition in Seville in March. In the days of Washington, the Spanish ruler presented him with a Spanish Jack, which has become the mascot of the U.S. Army.

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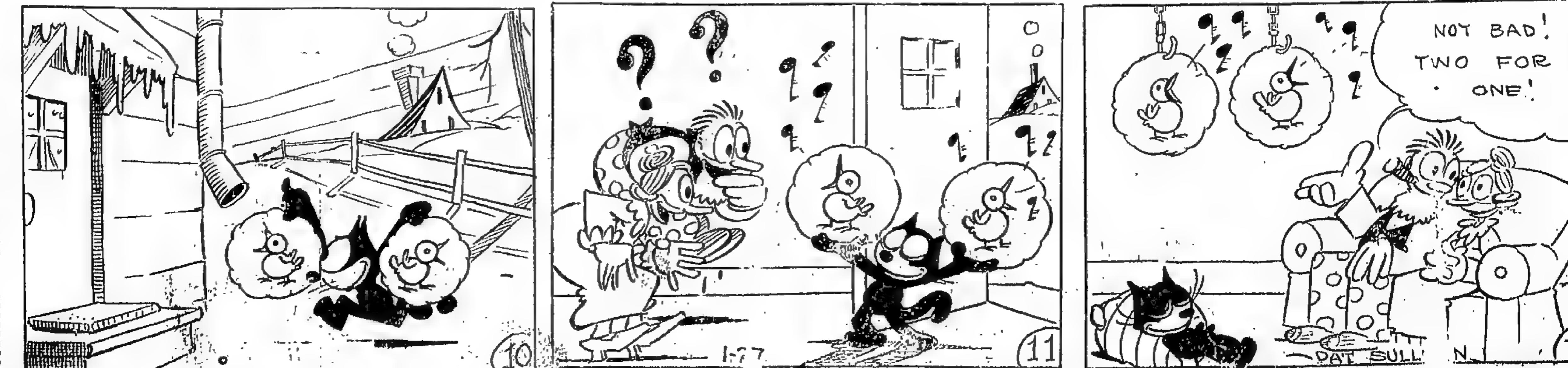
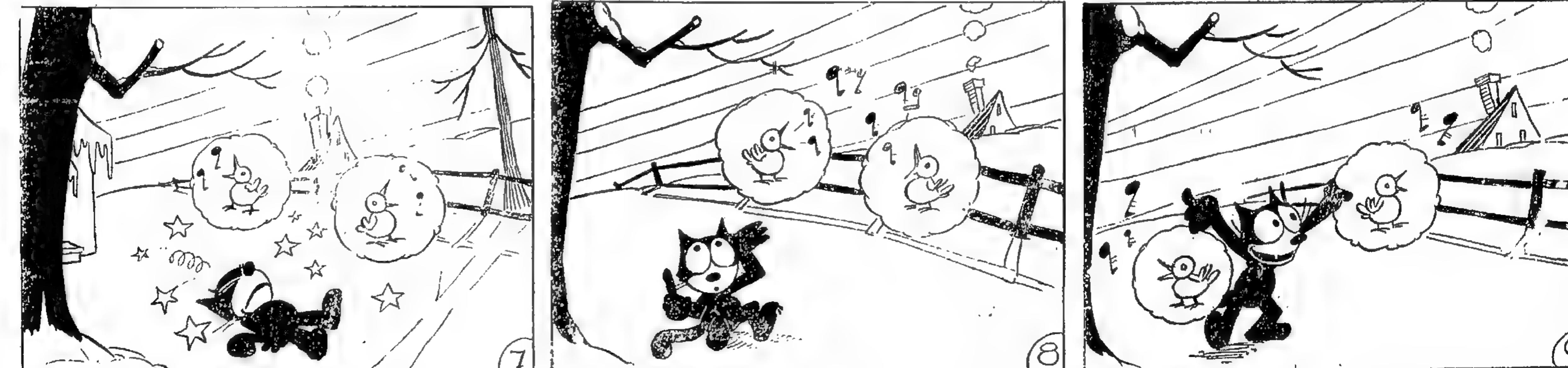
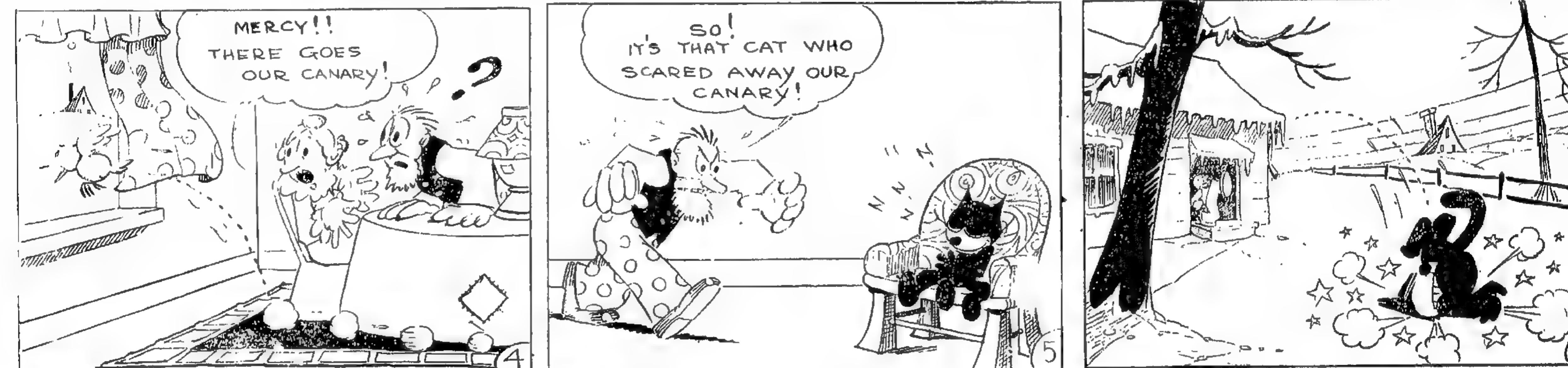
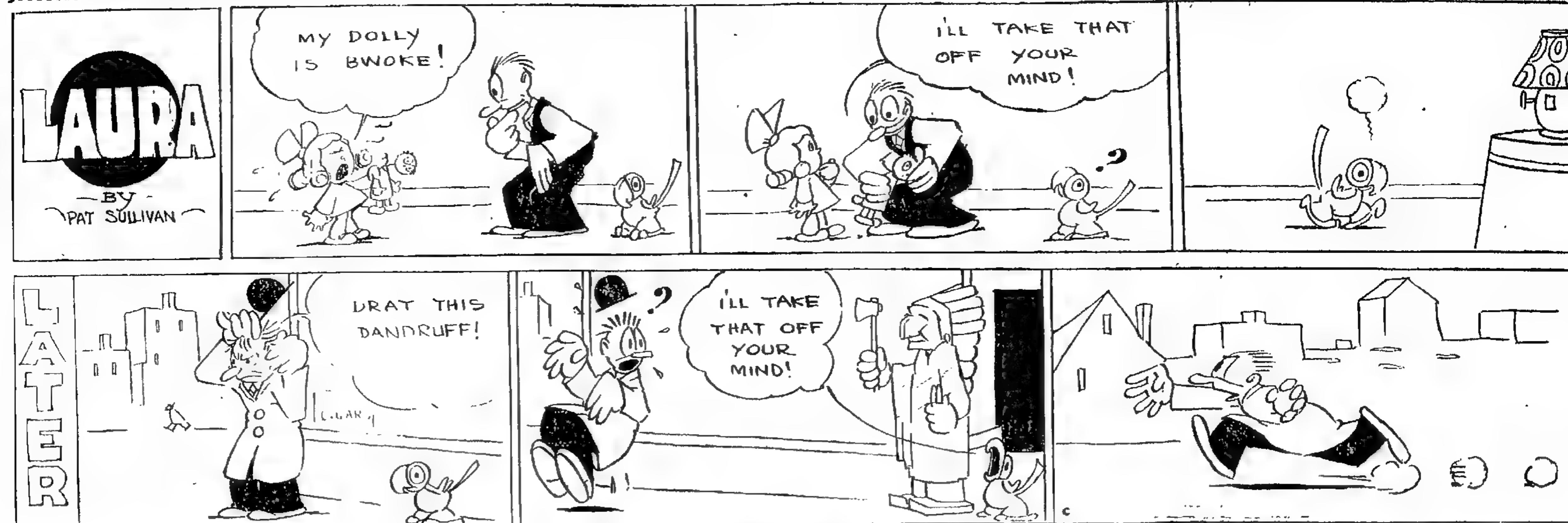
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**LETTERS  
TO THE  
EDITOR**
**"THINGS CANADIAN"**

Sir.—In reply to your correspondent "Shue Teye" I regret if I have given the impression that Canada is an "easy" country. To street corner loungers and others of their ilk, Canada must indeed be a tough proposition. Honestly, though, I feel that the right type of men will find the friendly, optimistic and democratic atmosphere and the splendid, invigorating air and constant sunshine very much to their liking.

I know both sides of the life, friend, "Shue Teye." I know the hardships of life in the Far North in the husky dog country with the thermometer going down to forty below, and I know the long hours and heavy labour of the farm in the short season when the grain must be cut, stocked and threshed before the frost comes along and spoils the farmer's whole year's work. Yet, I know, too, the warm and kindly hearts that beat in those scattered homesteads where snobbery is an unknown quantity and "a man's a man for that." I know that there is greater opportunity to the square mile in the Land of Maple than in any other land on earth. All Europe knows it. All Europe is clambering at our doors to get in. It is not for nothing that the Chinese call it "Gold Mountain." Germans, Russians, Finns, Scandinavians and other European nationalities are not looking for an "easy" life in Canada. They are looking for a chance to do a fair day's labour for a fair day's pay in a land where freedom is more than a name.

My best advice to "Shue Teye" is to go over and "take a look see." Let him see our majestic mountains—six Switzerlands in one—our great boundless prairies, our forests, lakes and rivers, our splendid up-to-date cities where slums have no place. When over there, count the number of automobiles to the population, and the percentage of those owning names of their own. That is some indication of the prosperity of the Canadian people. If "Shue Teye" has already been over there then I am truly floored, I admit, but H.R.H. the Prince, Mr. Stanley Baldwin, and thousands of other British boosters for Canada are floored with me. There is no accounting for taste.

Personally I was not "sold" on that British Harvester Scheme. I did not think it necessary to bring men from the Old Country to handle the harvest which has formerly been handled by young men from the provinces of Ontario, Quebec and the Maritimes, who take the opportunity of taking their holiday in the West and combining business with pleasure by assisting the Western farmer. They are more accustomed to the work and they don't return to Toronto, Montreal or Saint John or wherever they come from with angry complaints. It is difficult to believe that any self respecting man could be induced to work for three shillings and sixpence a day, and even though the statement is made in John Bull, it is hard to swallow. Of course, if this means PLUS board and room and just for the winter months, that is a different proposition for on a grain farm there is no work to do in the winter except drawing wood and keeping the place warm. Of the 8,500 British harvesters who came to Canada in 1928, some 2,000 are still in the country and 1,500 have stated their intention to return in the spring. It was a useful lesson. It must be remembered that this was not primarily a colonisation scheme: it was an extension to Great Britain of the system by which Western Canada gets its farm help for the harvest season. The plan was to give the unemployed in Great Britain a chance to earn some money and help harvest the crop in the West and to take them back home if they could not get work in Canada for the winter. The return passage was promised when the men undertook to come. That being the case it would be wrong to write the scheme down a failure because only 2,000 remained in Canada. It would, in fact, have been disastrous if the whole number had stayed to face a winter in Western Canada without work. It would be utterly wrong to condemn those who returned, even those who availed themselves of the free return passage. That was part of their contract and they would have been mad to stay in Canada without work. They did their work and having seen that there was no more work for them went back home just as the young men from the Eastern provinces have been doing for years and years. I cannot see how 8,500 casual labourers could be absorbed easily. No doubt, many could have obtained work on a farm for the winter assuring

themselves board, room and a small wage (the wage must be small as I explained above, there is practically nothing to do except "keep the home fires burning") but many were married and wished to return to their families. There has been a good deal of what is called adverse publicity for Canada over this scheme, but the injurious effect of that is liable to be overestimated. The people whom it is liable to deter—those likely to be influenced by communistic speeches and writings—are the people Canada does not want. Set off against it is the account which those who have remained contentedly and hundreds who have returned home will give of their treatment in Canada. The adverse publicity was mainly inspired by malice, if not against Canada then against the British government. The malice found something to work on in the too favourable publicity given to Canada at the beginning of the experiment.

I think I am acquainted with the incident quoted by "Shue Teye" where six hundred men marched to the mayor of a certain city and demanded relief. If I remember rightly, there was some delay in the opening up of a development scheme and that was opened up shortly afterwards. Canada is not Utopia. Every country in the world has its quota of jobless, but the employment index in Canada is higher than it has been for years. Mischief makers tend to exaggerate these incidents.

The facts and figures I use in my articles are supplied to me by the Department of Internal Affairs at Ottawa and from other authentic sources. I have every reason to believe them true. I have no axe to grind, and my only payment is the pleasure that it gives me to place the great Dominion before the readers of the "Hong Kong Sunday Herald" in an impartial manner, and at times to be able to give some advice to those intending to settle in that country or to pass through on their way to Europe. My articles are not, and have never been, subsidized by either my Government, the newspapers, or the steamship agencies. Incidentally, I have nothing to sell. It has been a great pleasure to me to present "Things Canadian" to Hong Kong and I have the satisfaction of knowing that I have helped many local or former local residents along that direction.

Yours, etc.,  
THE AUTHOR OF "THINGS  
CANADIAN."  
Hong Kong, Feb. 28.

**JURORS' LIST  
For The Current  
Year**

The Jurors' List for 1929 is published in the Government "Gazette."

The Special Jurors for the year are listed as follow:—

Mr. J. M. Alves, Mr. John Arnold,

Mr. B. D. F. Beith, Mr. W. H. Bell, Mr. L. C. F. Bellamy, Mr.

J. W. C. Bonnar, Mr. T. H. G. Brayfield, Mr. C. Bernard Brown,

Mr. N. S. Brown.

Mr. Allan Cameron, Mr. C. Champkin, Mr. Cheng Sheu-yan,

Mr. S. M. Churn, Mr. A. H. Compton.

Capt. A. W. Davison, Mr. R. M. Dyer,

Mr. A. H. Ferguson, Mr. John Fleming.

Mr. W. G. Goggin, Mr. K. E. Greig, Mr. C. F. G. Grindle.

Mr. F. C. Hall, Mr. H. R. B. Hancock, Mr. G. F. Haslam, Mr.

Ho Kom-tong.

Mr. J. E. Joseph.

Mr. Kan Tong-po.

Mr. H. A. Lammert, Mr. Paul Lauder, Mr. Lay Kam-fat, Mr.

B. L. Lewis, Mr. Colbourne Little,

Mr. J. H. Little, Mr. William Logan.

Mr. C. G. S. Mackie, Mr. F. R. Marsh, Mr. Geoffrey Miskin.

Mr. P. W. Parker, Mr. W. L. Pattenden, Mr. T. E. Pearce, Mr. F. A. Perry, Mr. J. A. Plummer, Mr. Pui Tso-yei (T. Y. Pei),

Mr. J. M. da Rocha, Mr. R. Rogers, Mr. C. A. da Roza, Mr. D. O. Russell.

Mr. C. L. C. Sandes, Mr. J. H. Seth, Mr. J. Oram Sheppard, Mr.

A. L. Shields, Mr. A. F. B. Silvano, Mr. Robert Sutherland.

Mr. J. H. Taggart, Mr. David Templeton, Mr. Percy Tester.

Mr. Wong Kam-fuk, Mr. Wong Kwong-thin, Mr. B. Wong Tape.

**BUSINESS OPPORTUNITY.**

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 34, Wyndham Street or Phone C. 4041.

**LEAGUE CRICKET**

(Continued from page 5.)

**BOWLING ANALYSIS.**

O. M. R. W.

Baker ..... 15.3 5 39 5

Hiptoola ..... 7 0 25 0

Suleiman ..... 7 2 12 3

Chan Fook ..... 7 1 22 2

Osman ..... 3 0 12 0

**UNIVERSITY 2nd XI.**

S. R. Kermani, b Phillips ..... 36

H. T. Barma, st Walker, b

Gregory ..... 26

A. Baker, c Phillips, b Gregory ..... 0

A. B. Suleiman, c and b

Phillips ..... 0

F. Hiptoola, run out ..... 10

K. P. Gan, c Phillips, b

Timothy ..... 28

A. Chan Fook, c Phillips, b

Bennett ..... 1

E. Yeoh, c Moseley, b

Timothy ..... 0

K. T. Loke, not out ..... 8

A. A. Aziz, c Phillips, b

Bennett ..... 0

Extras ..... 15

**BOWLING ANALYSIS.**

O. M. R. W.

Gregory ..... 12 2 48 2

Timothy ..... 9 2 21 2

Bennett ..... 11 1 32 2

Phillips ..... 4 0 13 3

**Friendly Matches**

H.K.C.C. 1st v. H.K.C.C. 2nd

The first eleven of the Hong Kong C.C. defeated their second eleven by 143 runs on their own ground.

For the winners, Hayward played

a fine innings for 79. Useful

contributions of 34 by Owen

Hughes and 25 by Moor brought

the total to 200 for seven wickets

declared. The bowling of the

junior team was completely mas-

tered.

Wales (5 for 31), Dobbie (2 for

21) and Rowker (3 for 2) ran

through the losing side for 57

runs. Scores—

H.K.C.C. 1st

A. W. Hayward, c and b

Valack ..... 79

O. Moor, c and b Valack ..... 26

Rev. E. K. Quick, b Summers ..... 13

Capt. A. G. Dobbie, c and b

Summers ..... 1

H. Owen Hughes, not out ..... 34

F. J. R. Mitchell, b Vallack ..... 11

J. L. Bonnar, b Reid ..... 0

H. V. Parker, b Reid ..... 0

S. J. Jordain, not out ..... 2

Extras ..... 20

**BOWLING ANALYSIS.**

O. M. R. W.

Reid ..... 10 3 37 3

Vallack ..... 18 1 84

Duckitt ..... 4 0 14

Summers ..... 7 1 35

Tait ..... 4 0 10

H.K.C.C. 2nd XI.

K. H. Butler, b Wales ..... 17

L. W. Walkins, b Hayward, b

Wales ..... 6

E. R. Duckitt, c Mitchell, b

Dobbie ..... 8

A. Reid, c Owen Hughes, b

Dobbie ..... 0

G. E. R. Divett, b Wales ..... 0

R. H. Dowler, c Owen Hughes, b

Wales ..... 0

W. K. Tait, b Bowker ..... 12

A. H. Gillingham, c and b

Bowker ..... 9

On their own ground, the Indian

R. C. 2nd XI defeated the Royal

Engineers & Royal Corps of Signals

by 30 runs.

Although they met with early

disaster by losing six wickets for

64 runs, the Indians put up the

respectable score of 176 for nine

wickets, declared, thanks to a stand

of 42 by Mudar, keeping

for 42 the seventh wicket which

realised 38 runs.

Penny, Warwick (20) and Mac-

donald (29 not out) made a valiant

effort to turn the game round for

their side which, however, was not

LOVE AND ADVENTURE on a romantic Southern Coast!—



*Norma TALMADGE* with *The Dove*

NOAH BEERY—GILBERT ROLAND

A ROLAND WEST PRODUCTION.

AT THE **WORLD** FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20.

Interpreter 2.30 & 7.15

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 and 9.20)

To-day to Tuesday "Faust," a magnificent screen version of Goethe's immortal drama. With Emil Jannings and Camilla Horn.

Wednesday to Saturday, John Barrymore in "Tempest." A thrilling story of love and intrigue. With a large supporting cast headed by Louisa Wollen, Boris de Fas, George Fawcett and Michael Visaroff.

WORLD THEATRE

(At 2.30, 5.15, 7.15 and 9.20)

To-day Only—Norma Talmadge in "The Dove." The love story of a beautiful cabaret girl.

To-morrow and Tuesday—Final screenings of Harold Lloyd's famous comedy "The Kid Brother."

Wednesday and Thursday—"Spring Fever," a spicy story of golf and girls. With William Haines, Joan Crawford and George K. Arthur.

Friday and Saturday—The £1,000,000 production "Sunrise," featuring Janet Gaynor and George O'Brien.

STAR THEATRE

(At 5.30 and 9.20 p.m.)

Matinees at 2.30 p.m. every Wednesday, Saturday and Sunday.

To-day only, (2.30 and 5.30), "Bebe Daniels' excellent comedy, "Stranded In Paris,"

At 9.20, "The Samoan Dancers" will appear in conjunction with a short picture programme.

To-morrow and Tuesday (At 5.30 only)—A thrilling mystery story, "The Wizard," with Edmund Lowe. At 9.20 "The Samoan Dancers."

Wednesday and Thursday (all shows).—"Knockout Reilly," A fast moving comedy starring the popular athlete hero Richard Dix.

Friday and Saturday (all shows).—John Gilbert's spectacular picture "The Merry Widow." With Roy D'Arcy, Mae Murray and a huge supporting cast.

THE MERRY WIDOW

Return of Famous Film

Although the story of "The Merry Widow," is a modern version of the famous stage play, the material necessary to transpose it visually is also based upon truth. The situations leading up to the familiar incidents of the romantic stage play are slight paraphrases of actual happenings that von Stroheim witnessed when he was an army officer attached to a Continental Court, and the characters are out of real life. Von Stroheim states that, in fact, he is familiar with the actual occurrence upon which Victor Leon and Leo Stein and Franz Lehár founded the book of the opera for the plot "The Merry Widow," who was in real life a beautiful girl.

Mae Murray as "The Merry Widow," and John Gilbert as Prince Daniels are co-starred in the picture. A brilliant cast appears in their support, including George Fawcett, Roy D'Arcy, Tully Marshall, Josephine Crowell, Edward Crennel, George Nichols, Hughie Mack, Dale Fuller, Len Poll and Estelle Clark.

SPRING FEVER

A Comedy of Golf And Girls

The smiling star of "Brown of Harvard," William Haines, comes to the World Theatre on Wednesday and Thursday in a comedy of golf, love and girls entitled "Spring Fever." Haines plays the part of a young shipping clerk whose golfing prowess attracts the attention of his wealthy employer who is also a keen golfer. The youngster is taken to an exclusive country club where he is posed as a young millionaire, and tries to use his success as golfer to win the hand of an heiress. However he reckons without Cupid, and many laughable and spicy complications have to be unravelled before he can cool his fevered brow. Joan Crawford, the heroine of many recent features, plays the principal feminine role. George K. Arthur, a comical sutor, and George Fawcett, the grumpy old employer keen on golf, Edward Earle, Lee Moran, Bert Woodruff, and Eileen Percy are also in the supporting cast.

"Street Angel," the companion picture to "7th Heaven," will have a further screening shortly at the Queen's. A further announcement will be made on next Sunday's Cinema Page.

"Tempest" is the finest, most genuine motion picture John Barrymore has ever made.—"New York World."

Mary Pickford's first leading man, Edward Earle, has an important part to play in "Spring Fever."

# The Cinema Page

BERE DANIELS  
Popular Star in Breezy Comedy

She watched an aeroplane dropping samples, got one, found a free ticket to Paris enclosed, and set out for the gay capital. That's the beginning of Bebe Daniels' thrilling Paramount farce, "Stranded In Paris," which will be shown for the last time to-day at the Star Theatre. But everything goes wrong in Paris. Her purse is stolen and she fails to meet her wealthy admirer. So she starts working for a fashionnable modiste. Delving in some gowns at a distant town, her daintiness is mistaken, and she is shown to the rooms of the Countess Passada! What happens when the real count arrives and finds a beautiful girl posing as his wife begins a series of the most comical and exciting incidents any movie "fan" could desire. "Stranded In Paris" is undoubtedly the best comedy Bebe Daniels has yet made. And, as she is one of the screen's cleverest comedienne, nothing more need be said. James Hall, Ford Sterling and Iris Stuart head the big supporting cast.

SUNRISE

The Pinnacle of Screen Art

The picture which was unanimously acclaimed by the London Press as an outstanding achievement of the screen and marking a new era in motion picture production is "Sunrise," which comes to the World Theatre on Friday and Saturday.

Enchanting little Janet Gaynor, whose remarkable performance in "7th Heaven" will long be remembered, is cast as the leading player, and excels even her wonderful acting in that picture. That "Sunrise" is a most unusual production will be the verdict of all who see it. It is a picture in which spectacle is devised merely to heighten the simplicity of the story; as a technical achievement it is a wonderful insight into the resources of the modern studio; and as a specimen of photographic art, it is a revelation.

FAUST  
Unusual Film Starring Emil Jannings

TO-DAY AT QUEEN'S

Beautiful Norma Talmadge, who was seen last week at the Queen's in "The Woman Disputed," is the featured player in "The Dove," which is being screened for the last time to-day at the World Theatre.

Based on Willard Mack's stage play, which ran for a year on Broadway, "The Dove," is a melodramatic, romantic tale of Costa Rica. "The Red Coast." It tells the colourful, quick-action story of a virtuous dance hall girl, a courageous young beauty employed in a gambling house, and "the big, damn caballero in all Costa Rica," Don Jose Maria Sandoval. Against a background of guitars, stilettos, roulette wheels, fine ladies and grand gentlemen, the characterization of Miss Talmadge as Dolores, "The Dove," a beautiful dancer, comes to glowing life. Directed by Roland West, who has previously made Norma Talmadge pictures, and supported by Noah Beery and Gilbert Roland, who have been accorded considerable parts in the picture, Miss Talmadge has a role of fire, tempestuous, loving, defying and yielding in its several shades. "The Dove" is a big picture in every sense of the word, no expense having been spared on its lavish settings, while the acting, direction and photography leave nothing to be desired.

A unique and interesting entertainment is to be provided at the Star Theatre from to-day to Tuesday at 9.20 p.m. in the form of "The Samoan Dancers," who, in their native costumes, will present a programme of music and dances typical of their own country, including the famous "Siva Siva" and the Knife War dances. This is the first time that a troupe of Samoans has ever visited Hong Kong, and in view of the interest that has already been aroused, crowded houses should be the rule during the season. A short picture programme will precede the performance. The prices of Admission are \$2 and \$1. Seats may be booked at Moutures or the Star Theatre.

to an understanding with the Spirit of Light. Mephisto desires to conquer the soul of Faust, to turn away from Good. If he succeeds in his endeavour, he will dominate the Earth. To this Cherubin agrees. The picture goes on to relate the adventures of Faust and of how, at the end of a series of alarming happenings, Good finally triumphs over Evil. Emil Jannings, who has

THE DOVE  
Star of "The Woman Disputed" At World

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## RELIGIOUS REVIVAL CERTAIN'

Bishop of Birmingham's Optimism

The Bishop of Birmingham (Dr Barnes), instituting a new vicar at Small Heath, said that slowly, but he thought, surely a new and higher standard of loyalty and order was developing among Birmingham church people. It was better understood that the introduction of erroneous and strange doctrines, whether copied from the Roman church or elsewhere, could only lead to dissension and then to disorder and discredit.

We were recovering sanity, good sense, and self-respect and though the new era of sanity was not yet established, we could foresee happier times. A religious revival was ultimately certain.



A recent photo of Commissioner E. J. Higgins of the Salvation Army, who has been elected to succeed General Bramwell Booth.

## "ROOT AND FRUIT"

Needed in the Church of Christ

"Take root downward and bear fruit upward" (Isaiah 37, 3).

The statement here made by the Prophet is a most important one to the effect that the life of the believer is a life of fruitfulness. If the life is rooted in Christ Jesus and grounded in Christ's love, it should become deeper and deeper as time passes. The Christian life ought to have its deep convictions—convictions that grow deeper every day the life is lived. It is deep convictions and deeply-rooted Christians we need to-day in religious matters. It was said of the Patriarch Job, that he had root of the matter in him, and so when the whirlwind of trouble broke on his head, like the giant oak in the storm, he was unmoved and immovable. Such men and women we always need in the Church of Christ, those whose roots are every day getting deeper.

The other statement of our text is that "the root yieldeth fruit." On the one side your life will absorb all the nourishment of which we are capable, and on the other side we put it out in rich blessing on the world. We have no right to receive anything from the hands of God, if we do not hand on the blessing to others, and the more we communicate it to others, the richer it becomes for ourselves. Fruitfulness must be the outcome of root religion, for the root of the righteous yieldeth fruit. That is what religion ought to do for every life. It ought to fill our life with fruitfulness. Our lives will never be really fruitful until the very roots of our being draw their strength and inspiration from Him who is the fountain-head of all that is pure and good.

Let God have full scope to work His gracious ministry in our lives, then fruitfulness will be ours, and the deeper our roots, the more abundantly will our lives bring forth exceeding precious fruit.

## VICAR'S ADVICE

## Read The Bible In Your Bath!

"The proper place in which to read the Bible is not your study, but your bath."

In the startling words the Rev. A. Wellesley Orr, vicar of St. Paul's, Kingston Hill opened an address at a conference on "Bible Criticism" at the Polytechnic Hall, Kingston.

"The best picture of last year," continued Mr. Orr, "was one of 'A Reading Girl'—naked maiden reading a book. If it was the Old Testament the picture was a symbol, for the best way to read the Old Testament is in a metaphorically primitive state of nudity, when you have divested yourselves of the clothes of civilised knowledge and modern progress."

As illustrations of the poetry and drama employed by the Bible historians in their teaching, the vicar instanced the story of Cain and Abel, which he defined as the conflict between the nomadic and settled tribes. The story of Jonah and the whale was translated in the light of the times when the ancients described the ocean as a sea-monster, a dragon, or a whale surrounding the land.

## A CHANGE OF HEART

Salvation implies conversion, which means a change of heart. When men first discover their real condition before God, they find out that they want help in two directions:

(a) They have broken the law of God, and need forgiveness.

(b) Their evil habits have obtained such a mastery over them that they cannot help but sin; they are really slaves, and want deliverance from their bondage.

To meet the first need, there is the blessing of pardon; and for the second—that is, deliverance from the bondage of sin—there is the destruction of the power of evil by the Holy Ghost.

God implants in the soul of those whom He forgives a new heart, which loves Him, hates sin, and delights in holiness, so that it becomes afterwards as easy and natural to do right as before it was easy and natural to do evil.

This we speak of as conversion, which means a change from wickedness to holiness, from selfishness to love, from being under the power of Satan to being under the power of God.

## Politicians and the Microphone

It is possible that the Party leaders may be able to spare themselves some of the fatigue involved in a series of public speeches by the use of the broadcast. It is very much less strain to talk quietly to the microphone in a B.B.C. studio than to address an audience at the Albert Hall. But so far no arrangement has been reached with the B.B.C. for the broadcasting of political speeches or political debates. The Parties themselves have as yet been unable to reach an agreement as to the ratio of speeches to be allotted to each Party. In view of their predominant position the Conservatives are claiming that they are entitled to the greater share of the broadcast time, and should have the right of reply, while the other Parties retort that this predominance may disappear in the next six months or so. It is possible that a debate on the De-rating Bill may be tried as an experiment with a view to seeing how some similar arrangement will work at the General Election. It may be doubted however, whether the use of broadcast will ever become a real factor in political controversy. Broadcast may be very unfair to a spokesman who does not suit the microphone, and further, the microphone has a chilling effect on the utterance. One cannot imagine Mr. Lloyd George delivering one of his lively and vivacious speeches in the silent and unresponsive atmosphere of a B.B.C. studio. Moreover, the listeners have also to be taken into account, and it quite likely that they may object to having time devoted to politics which might be allocated to something more pleasant.

The Right Job

Business men are trying to prevent boys taking up work for which they have no aptitude, the danger of which was stressed by Mr. W. Edwards in his presidential address to the Head Masters' Conference in London. The secretary of the Association of British Chambers of Commerce said to a reporter: "We realise that when a boy is put to a job for which he is not fitted not only is the boy wasted but the job is not done as well as it might be. To remedy this we are trying to arrange for co-operation between Chambers of Commerce throughout the country and the local head masters." Mr. W. J. Baldwin, head master of Tottenham Grammar School, said: "Too many boys and parents are after safety first. The first job that comes along is snapped up. Head masters have the greatest difficulty in getting parents to wait for a suitable job for their boy. But now that the Chambers of Commerce are to co-operate with us, I think parents will be more likely to listen to the voice of reason."

He attributed the decline in mortality very largely to the improved standards of modern living. Where wages were lowest the death-rate was highest. Five barriers which had still to be broken down before tuberculosis was eradicated were:—Defective notification, poverty, bad housing conditions, unpasteurised milk, and the industrial barrier, creating the difficulty of reabsorbing into industry persons capable of only part-time employment, and then but intermittently. There was a good deal of unnecessary nervousness on the part of many people over tuber-

## "A LITTLE CAKE"

O burdened one, in Zarephath  
Bereft of hope,—  
Look up!

Stop not to gather famine-sticks;  
But rather rise and bring  
A cup of water to the one,  
Who begs of thee a drink.  
And should he straightway call  
for bread,  
Refuse him not.  
He is God-sent to thee.

It need be  
Scrape the barrel; drain the  
cruse,  
Fear not;  
But self-forgetful make for him  
"A little cake."  
Then shall the meal, the oil  
Waste not nor fail.  
Then shall thine own grave need  
Be met:  
For love expressed returns to  
bless  
Full thousandfold  
The giver.

## CHURCH NOTICE

A CHARGE OF ONE DOLLAR  
IS MADE FOR ALL NOTICES  
UNDER THIS HEADING

## FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church,  
The First Church of Christ, Scientist,  
in Boston, Mass., U.S.A.]  
Macdonell Road, below Bowen  
Road Train Station.

Sunday Service, 11.15 a.m.  
Subject: "Christ Jesus."

The Sunday School is held on  
Sunday mornings at 10 o'clock.  
Wednesday Evening Meeting at  
5.30 o'clock.

Reading Room at above address,  
open:—  
Tuesday and Friday 10 a.m. to  
12 Noon.

Monday and Thursday 6 to 7 p.m.  
The Public is cordially invited  
to attend the service and visit the  
Reading Room.



## Action!

PRESS the release on Ciné-Kodak, and keep the play... in motion... for all time; snap the switch on your Kodascope projector, and live the game again in the privacy and comfort of your own living room.

The Ciné-Kodak makes movies just as easily as a Brownie makes snap shots. It requires no tripod and is driven by a spring motor... easy and economical to operate. Anybody can make movies with the Ciné-Kodak. Let your dealer demonstrate one for you.

For full particulars write to

EASTMAN KODAK CO.  
24, Yuen Ming Yuen Road,  
SHANGHAI



A new photo of His Holiness Pope Pius XI, taken just before the settlement of the 59 years' old controversy between the Italian Government and the Holy See.

## NEW SHIPMENT

of

## SILK GOODS

including

## DRESS MATERIAL

for day and evening Dresses.

## Many Beautiful Shades

to choose from

## LIBERTY SILK STORE

(M. LOOKOMALL)  
Ching Building  
Queen's Road C.

## ILLUSTRATED!

## ILLUSTRATED!!

## ILLUSTRATED!!!

## A WEEK'S PAPERS IN ONE.

## OVERLAND

## CHINA

## MAIL.

PICTURES of all local events  
are shown in the  
OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS  
and all the NEWS.

The Weekly paper that saves you  
the trouble of writing Home.

The "Sport of Kings"—The Colony has had a surfeit of racing during the annual meeting of the Jockey Club, the great attractions naturally being the Derby and the Champions. The races are fully reported in the "Overland China Mail," besides the lists of cash sweep draws and the identity of some of the winners of big prizes.

The rest of the local news and the latest developments in China affairs in the North are also given in full in the "Overland China Mail"—the only illustrated weekly in the Colony.

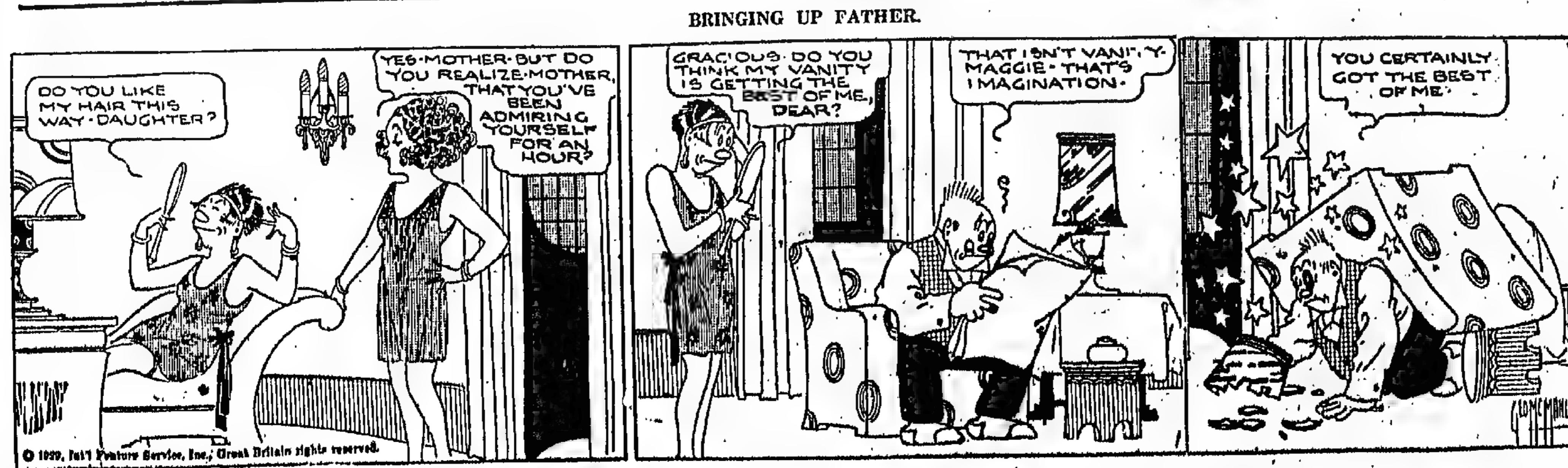
## READY NOW.

## SINGLE COPY ..... 25 Cents.

I hold on the streets and at the bookstalls or you can send your subscription to the office—U.K. \$13 per annum, or \$15 including postage abroad, half-yearly, quarterly, or specific periods pro rata.

No. 3A, WYNDHAM STREET, PHONE C.22.

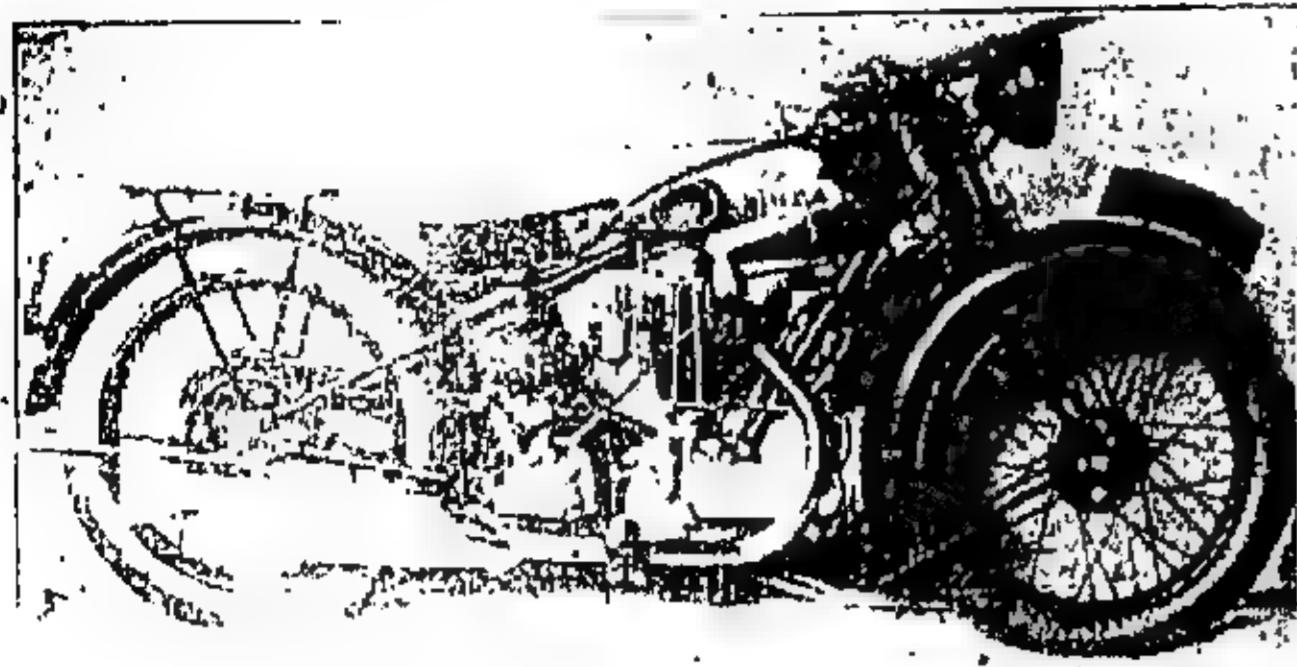
## "THE OVERLAND CHINA MAIL."



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# MOTORISTS! THIS IS YOUR PAGE

Have You Seen the  
B.S.A. New Models?



Surely you will be interested in  
the many new features which make  
B.S.A. Motor Cycles ever the best  
value in the world.

WE HAVE JUST RECEIVED MANY  
NEW MODELS OF B. S. A. CYCLES

(One of them is illustrated above)

COME AND INSPECT.

THE SINCERE CO., LTD.

Sole Agents.

#### WHAT YOU WANT —

is a machine of quality at a low price.

We have now in stock  
GILLET D'ERSTAL 32 WORLD'S RECORDS  
Models from H.K.\$470 up.

E.N. 23 WORLD'S RECORDS  
Models from H.K.\$480 up.

and

MONET & GOYON

Fitted with the famous M.A.G. engine  
holder of 26 WORLD'S RECORDS  
Models from H.K.\$360 up  
also Side-cars Accessories and Spare Parts.

Sole Agent for Hong Kong and South China :  
THE FRENCH MOTOR CYCLE CO.  
46, Nathan Road, Kowloon.

Look out for —

THE  
500 C.C.

SINGLE CYLINDER  
SIDE-BY-SIDE VALVE  
HARLEY-DAVIDSON

!!!!

DUE HERE SOON.

For further particulars apply :—

THE GASCON MOTOR CO.  
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
Tel. K. 1242.  
(Opposite The Steam Laundry).  
A GOOD ASSORTMENT OF SPARE PARTS AND  
ACCESSORIES IN STOCK.

Sole Agent in South China for:

BROCKWAY MOTOR TRUCKS  
and  
BUSES

Beam-Lite  
Auto Bulbs

Hartford  
Batteries

THE ASIATIC AMERICAN CO.  
OFFICE: 48, Stanley Street.  
SHOW ROOM: 11, Queen's Road, E.  
Tel. C. 244.

#### OUR WEEKLY CHAT

##### On Cars, Trucks, Cycles And Accessories

##### NOTES FROM THE FACTORIES

[By "Super-Six"]

###### Big Garage Fire

A fire broke out early on February 21, at Wearne Bros. garage, Penang, and destroyed the whole upper part of the new building including the offices. The Brigade succeeded in preventing the fire spreading to the show-rooms and repair shop but considerable damage was caused by water.

###### General Motors Dividend

General Motors has declared on common stock an initial regular quarterly dividend of 76 cents per share, payable March 12 to all stock holders of record Feb. 16. Quarterly dividends on senior securities will be payable on May 1 to stockholders or record April 8.

###### Tracing Trouble

When an engine misses at high speed or in climbing hills, the trouble can often be traced to the spark plugs. Much of this trouble is due to the use of improper type plug or spark plug points being set too far apart, or because the plugs are simply worn out. The gap between the points should not have more than .025 inch clearance or .020 inch in high compression engines. As spark plug trouble is often mistaken for valve or piston ring trouble, the proper thing to do before making repairs is to have the plugs inspected, which will save unnecessary expense.

###### Chrysler Parade

Borneo Motors, Ltd., the Singapore agents of Chrysler cars, have hit upon an effective method of advertising by what may be termed a "Chrysler Parade." On February 7, were seen about town a string of five Chrysler cars, headed by a super-sports model of imposing design, and followed by the sedan, luxurious and comfortable, the tourer, a good-looking and serviceable car, the Chrysler-Plymouth sedan, similar in body, style and comfort to the Chrysler sedan, and the standard two-seater, a roomy car of fine appearance. The "Chrysler Parade" (which was in charge of Captain M. Hay) presented a novel spectacle, which created a good deal of favourable comment.

###### British Boom

Dominion orders have contributed largely to the unprecedented boom in the British motor industry. Australian, New Zealand, South African and Indian orders for delivery before June, 1929, amount to £1,300,000, which is an increase of £200,000 over the figures for the corresponding period of last year. There is a strong demand for 7 h.p. to 14 h.p. cars, and also for charabancs. Makers of the three most popular light and baby cars are turning out 3,400 weekly, which is considerably in excess of the record established last year. The output of many other factories is up to 20 per cent. greater than that of the corresponding period last year. If the boom continues, as seems likely, 55,000 new cars valued at £10,000,000 will be on the roads before Easter.

###### Noisy Motor Cycles

When Cr. Kerr was speaking at a meeting of the Fremantle Municipal Council on January 14, his voice was temporarily drowned by the noise of a passing motor cycle. The Mayor (Mr. F. E. Gibson) said: "You can't hear yourself speak. I notice that prosecutions connected with noisy motor cycles are taking place in every part of the metropolitan area except Fremantle. The Council should write to the Traffic Department regarding the matter." Cr. Kerr said that it was strange that people should take special care of their eyes but should neglect to pay attention to their ears. "If this nuisance is perpetrated for another 50 years I think that the majority of the people will become slightly deaf," he added. Other councillors declared that certain streets in Fremantle were being used as speedways and that the noise of the racing motor cycles was troubling sick people. On the motion of Cr. Stevens, it was decided that a letter be written asking that action be taken to ensure an abatement of the nuisance.

###### More Road Accidents

Motor accidents have increased by 500 per cent. in the past ten years. The primary cause of such catastrophes is neglect to carry out the recognised rules of the road, and it is by no means the inexperienced driver who is the worst offender. These three prominent facts are contained in this year's edition of the booklet which is given away with every motor licence issued or renewed at Home. It tells the motoring beginner what he must and must not do when driving; signal and signs to watch for, and pitfalls to avoid. It is compiled by the National "Safety First" Association.

###### Cars, But No Houses

The Rev. R. W. Howard, speaking at the Cathedral Missionary Fellowship at Liverpool said that, owing to the value of the cocoa crops, some of the chiefs in Nigeria had become so wealthy that they had each bought two motor-cars. They could not, however, buy houses there, as there was none, and the chiefs did not know what to do with their money.

###### Courting Disaster

It is a common practice for youths (perhaps men also) while riding bicycles to hang on behind fast moving vehicles, apparently with the idea of saving themselves the exertion of pedalling. It is as well that they should bear in mind that they are not only courting disaster, but committing an offence of which the law takes no light view. In the Children's Court, Perth, on January 16, eight lads were charged with having indulged in this dangerous practice. They said that they were not aware until they were brought before the Court that the practice was forbidden. Mr. Albany Bell, J.P., impressed on the lads that it was also an offence. He fined them 10/- each "to help them to remember."

###### Used Cars

Prospective buyers of used cars do not always get the best "bargain," especially when buying from unscrupulous dealers. Before the purchase of a second-hand car is made, have a competent mechanic examine the car carefully and do pay a deposit on it until fully decided to buy the car. Some dealers are merely "deposit grabbers." A speedometer can be turned back so its reading may mean nothing. Look out for evidence of a repaired wreck. A repaired wreck is a weakened car. It is difficult to line up the parts exactly and undue wear results. Paint covers a multitude of weaknesses and repairs are sometimes carelessly made.

###### Relic's Last Journey

A two-horse bus which has run regularly for 50 years between Epsom and Doncaster has just made its last journey and is to be replaced by a motor bus.

A mighty tough test of

## Goodrich Silvertowns

Public buses can show you the facts about GOODRICH SILVER-TOWNS. They give—

—added mileage, yielding more deliveries from a single set of tyres.

—continuous mileage, freed from trouble, which gets deliveries to customers on time.

—sturdy mileage, caring little for rough going and heavy loads.

"Best in the Long Run"  
SOLE AGENTS:  
UNIVERSAL MOTOR & SUPPLY CO.

22, Queen's Road Central  
Telephone No. C. 4915.

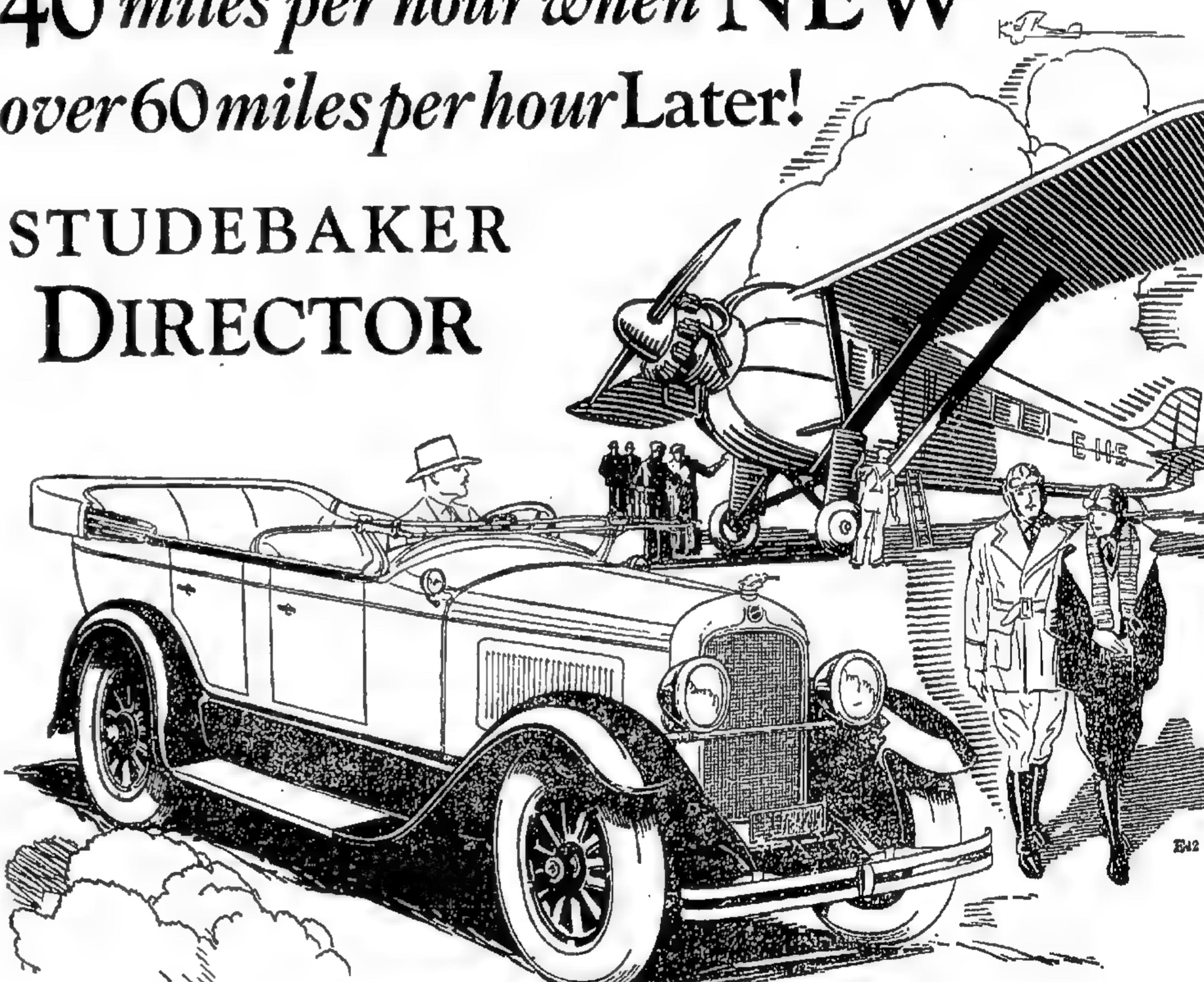
ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.

###### Safety Factor

The natural tendency in automobile manufacturing in the past five or six years undoubtedly has been toward the development of faster and more powerful motor cars, and until the past year, little attention was paid to the relative development of scientific safety appliances. More and more time and effort has been spent recently, however, in improving the most vital of all safety factors—adequate and thoroughly reliable brakes—particularly by the experts of the Hupmobile plant.

40 miles per hour when NEW  
over 60 miles per hour Later!

STUDEBAKER  
DIRECTOR



GAIN you benefit from Studebaker's advanced engineering, precision building, and practice of thoroughly "running in" each car at the factory. No more need you run your car slowly for the first 1000 miles to break it in. You can safely drive your Studebaker 40 miles per hour the day you buy it!

Later you will thrill to the eager power which made possible this new Studebaker Director winning the championship of its price class by racing 1483

miles in 1440 minutes! Under official supervision, a Studebaker Director sedan traveled 24 consecutive hours at 61.79 miles per hour average! Unparalleled proof of Studebaker ability and durability.

After the first 1000 miles, you need change engine lubricant and grease the chassis of your new Studebaker Director only once every 2500 miles! Again you benefit from the genius of Studebaker's 800-acre Proving Ground and other research facilities.

The Director is the Companion Car to The Commander.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE  
25 Queen's Road Central

Tel. Central 4759.

**STUDEBAKER**  
BUILDERS OF QUALITY VEHICLES FOR 76 YEARS

1895 TO 1928  
33 Years of Motor Progress

In 1895, there were only 3,000 motor cars in the world—now there are over 25,000,000. Michelin may fairly claim their share in the honour of this wonderful progress, for it was unquestionably the pneumatic tyre which they created for motor cars and which they continuously improved, that made development possible.

In 1895, pneumatic tyres of 65 mm. lasted 100 miles on a car weighing 28 cwt.

To-day, 185 mm. tyres run 25,000 miles on vehicles weighing 10 tons. These figures sum up Michelin's efforts and give the measure of their achievement.

In 1897 Michelin's steam car was fitted with 65 mm. pneumatic tyres for that year's race. Michelin won, touching a maximum speed of 32 miles per hour! That evening at the end of a banquet at which drivers and manufacturers were gathered, a convivial dinner drank to the first motorist who should attain a speed of 60 miles per hour. A car manufacturer sitting next to André Michelin, whispered in the latter's ear, "Curious how, at the end of a dinner, people find occasion to make foolish remarks." Michelin, however, did not share that scepticism. Soon they made two other sizes, 90 mm. and 100 mm. On these tyres a speed of 50 miles per hour was possible and this was reached early in 1899. Only a few days later 60 m.p.h. was attained.

In 1905, Michelin introduced a non-slip tire the tread of which was protected by steel studs. In 1906, they invented the detachable rim. In 1908 the Twin Tyre was brought out, and in 1919 the famous "Cable-Tord" appeared.

In 1921, the 185 mm. tyre followed the 155 mm. and enabled the heaviest vehicles to enjoy all the advantages of the pneumatic tyre.

Finally in 1923, the "Comfort" low-pressure tyre made its entry into the world.

## RELIABILITY TRIAL

## Fiat Success in Great Four Days

At 4 a.m. on November 3, 1928, 30 motor cars comprising a variety of makes such as Austin, Fiat, Riley, Triumph, Bugatti, Amilcar, Senechal, Morris, Schneid, Darracq and Singer left Melbourne for the first day's run of the Third Four-Day Light Car Trial organised by the Melbourne "Herald."

The first day's stage was a run of 286 mi. s to Lake Entrances by way of Welshpool and Yarram. The roads would have been fairly good had it not been for the heavy rains which turned them into slippery, dangerous tracks. Three cars had to retire during the first stage owing to damage sustained as the result of skidding.

The second day's run of 145 miles to Omeo was even more difficult, owing to the almost entire absence of roads. The rain still continued to add to the natural difficulties of the course. The next day a long stiff Alpine climb had to be faced, through Albury, Glen Willis, Lightening Creek and over Mount Hotham.

The fourth and last day of the trial consisted of 225 run back to the starting point by way of Wangaratta, Seymour, Whittlesea and Queen's Parade, Clifton Hill which was the finishing point.

Only twelve competitors reached the finish without loss of marks and with their machines in perfect condition. One of these was a little 9 HP Fiat driven by Mr. H. Drake-Richmond. Along the route several sub-events were run off and in the hill climbing contest the same Fiat car made the fastest time of all, covering the 6/10 miles course on Mount Willis in 1 min. 10.25 secs. This trial was an severe a test as any car could be put to, even apart from the adverse weather conditions which made some parts of the course a veritable nightmare to drive through. Results were based on a formula in which account was taken of the weight and power of the competing cars. Marks were deducted for late arrivals at controls and for roadside repairs or adjustments. The full number of 100 marks were allotted to the little Fiat, as well as a gold medal presented by the "Herald".

## BUSINESS OPPORTUNITY.

CLASSIFIED. Advertisements, set-up—in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8a, Wyndham Street or 'Phone C. 4641.

## LANES OF TRAVEL

## Helping the Motor Industry

on committees, giving liberally of his time and talent, are as much a part of the dealer's job as combating unjust motor vehicle legislation.

By interesting himself in public affairs the dealer can become one of the leaders in his community. Through his local papers he is in a position to make his voice heard in favour of all progressive programmes. Prospective automobile buyers take their patronage to a man whom they know and in whom they place their confidence. Fighting actively for those things which are important to the car owning public helps to widen the dealer's circle of friends and to create confidence.

The automobile industry recognised the need for organised highway promotion years ago. The Lincoln Highway Association, founded in 1913, by automotive manufacturers, has striven incessantly for a great interstate system of paved roads. Association officials vigorously pushed the Federal Aid Road Act until it was ultimately passed by Congress. The increasing mileage of good roads resulting from this measure has been one of the greatest influences stimulating the wider use of automobiles.

## National Road Building

The national road building programme is now progressing satisfactorily and with a reasonable degree of speed. But the completion of through interstate and inter-county routes is only a part of the picture. From the dealer's standpoint more important consideration at this particular time lies in the paving and maintenance of streets within municipal limits and the development of back roads feeding from districts of the beaten path. In these two respects we, as a nation, have not kept abreast of the times or our multiplying traffic.

Therefore, the prime consideration of the territorial dealer is the opening up of the hinterlands from whence will come a million buyers who have yet to own their first automobile. With the present market narrowing down to replacement business, the possibility of converting thousands of non-owners into motorists is of intense interest to those who earn a livelihood from car sales.

Local inertia is making many an otherwise hustling community a one-street town. Dealers appear to be satisfied if they are situated upon some main highway, but traffic is fleeting and tourists do not stop to buy automobiles. The logical prospect is a local resident. If a man lives within the city limits, his desire for car ownership is whetted by paved streets wide and free from congestion. If he inhabits the back country, tapped only by a pair of muddy tracks, it is not likely that he will be interested in the purchase of a good automobile.

Adjoining to the 125,000 communities of the United States are countless undeveloped areas—potential automobile markets—where mud and ruts are retarding new car sales. The opening of these partially isolated sections is of immediate importance to the automobile dealer.

## Children Transported

Nearly a million children of rural districts are transported daily by motor to centralised union schools. Out of the 2,500,000 motor trucks in operation, 500,000 are devoted to farm use. In districts boasting of good concrete roads perishable produce is brought to market more quickly, more economically and in better condition—an obvious advantage to both consumer and grower. It is interesting to recite, in connection with crop transportation, that due to the conditions of transportation in Turkey, it was actually possible to lay down flour, milled in the United States from wheat grown in Minnesota, on the road, harmonizing completely with every other basic Buick element."

"To overcome such a condition the Buick Motor Company, with aid of the foremost style specialists and body builders in the world, evolved and presented the new Silver Anniversary Buick, which with its ideal combination of the best elements of European and American design, has set a new automobile standard. The continental vogue of graceful curved lines, now distinguishing the Buick from every other car on the road, harmonizes completely with every other basic Buick element."

(Continued on Page 18)

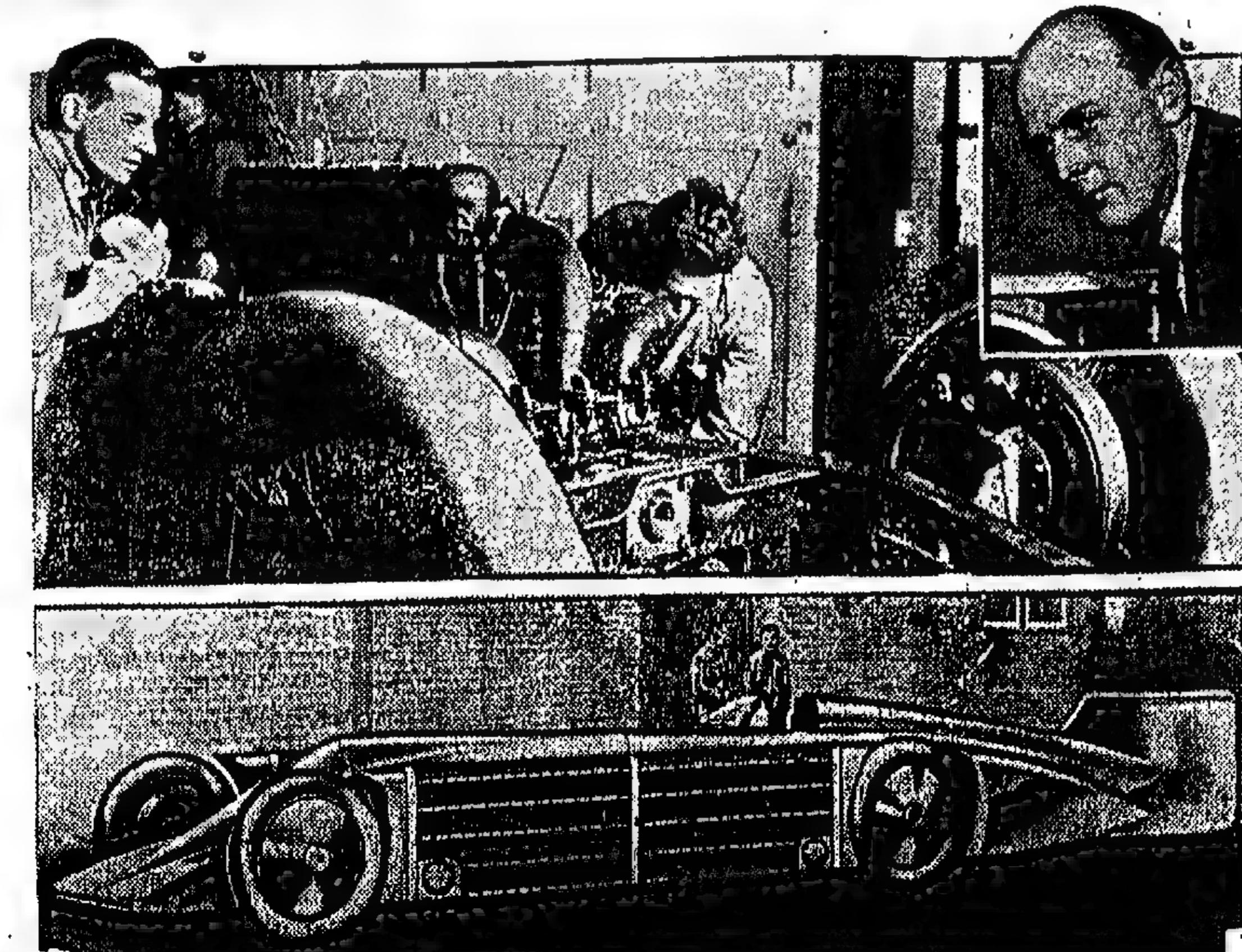


Photo shows a retouched photo of the specially designed racing car of Major O. D. Seagrave (upper right), British sportsman. In it he hopes to attain the almost-unbelievable time of 260 miles an hour over sands of Daytona Beach, Fla.

## FRENCH FIAT

## Its Organisations Abroad

Among the Fiat institutions abroad one of the foremost is the "Societe Anonyme Francaise pour la Vente en France des Automobiles Fiat de Turin" which has a capital of Lit. 12,500,000. The rapid increase in sales has rendered indispensable the creation of the new headquarters which were recently opened in the building expressly erected at Suresnes (34, Quai Gallien), in the business quarter.

In these new premises are gathered together all the different departments necessary to a large business which works through more than 300 agents scattered throughout France, and which deals with a vast number of public, private and industrial clients. The grouping together under one roof with the General Management of the various departments, amongst which may be mentioned the Spare Parts and Repairs Departments, and the Department for tuning up and preparing new cars for the road, makes for smooth working and favours swift and efficient administration, whilst at the same time it gives customers the feeling that a powerful organisation is assisting them in all their needs.

The Spare Parts Stores, the Repair Shop which affords facilities for repairing fifty cars simultaneously, and the Service carried out by a highly skilled and thoroughly competent staff, most of which comes from the Fiat Works in Turin, form such a whole—as the "Illustrazione Italiana" points out—as to show that the Fiat in France, as in every other country, boasts of an enviable organisation.

## CLOSED CARS

## Evolution Since Louis XV

There is a great contrast from the sedan of the days of Louis XV to the richly upholstered, enclosed automobiles of to-day. In those days only the very richest people could afford to own carriages while nowadays the motor car is becoming increasingly the accepted method of transportation for everyone.

The manager of the Dragon Garage has some interesting observations in connection with the principal stages in the evolution of closed body vehicles.

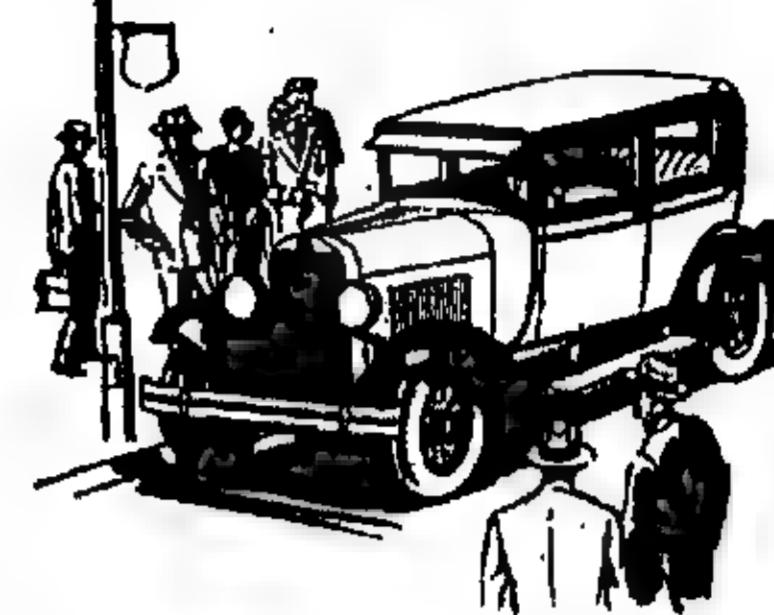
"Probably the most authentic forerunner of the comfortable, enclosed bodies of to-day was the sedan chair of the old nobility," he declared. "In those small, highly-ornamented box-like affairs, the ladies of court were carried to formal functions by two servants who gripped handles in front and rear.

"In India to-day, virtually the same equipage, known as palanquins, still are used by some of the old royalty.

"Following the sedan chair came the carriage, from which the modern name of carriage is derived. This was a partly enclosed vehicle of gorgeous appointments, mounted originally on one wheel in the fashion of the time and it was with difficulty that even experts could distinguish one standard car from another.

"To overcome such a condition the Buick Motor Company, with aid of the foremost style specialists and body builders in the world, evolved and presented the new Silver Anniversary Buick, which with its ideal combination of the best elements of European and American design, has set a new automobile standard. The continental vogue of graceful curved lines, now distinguishing the Buick from every other car on the road, harmonizes completely with every other basic Buick element."

## NO TRUER WORDS WERE EVER SPOKEN



## THE FINE CAR OF LOW PRICE

From the standpoint of advanced engineering practice, body refinements, style, performance, dependability and value, this new Oldsmobile will compare favorably with any high-priced car ever built.

TWO-DOORSEDAN \$2,600  
Come and see this Oldsmobile. Drive it! Then you'll know that no truer words were ever spoken—it is, indeed, "The Fine Car of Low Price."

Roadster ..... \$2,500.00  
Touring ..... \$2,500.00  
Sedan (2-door) ..... \$2,600.00  
Sedan (4-door) ..... \$2,800.00

## THE DRAGON MOTOR CAR CO., LTD.

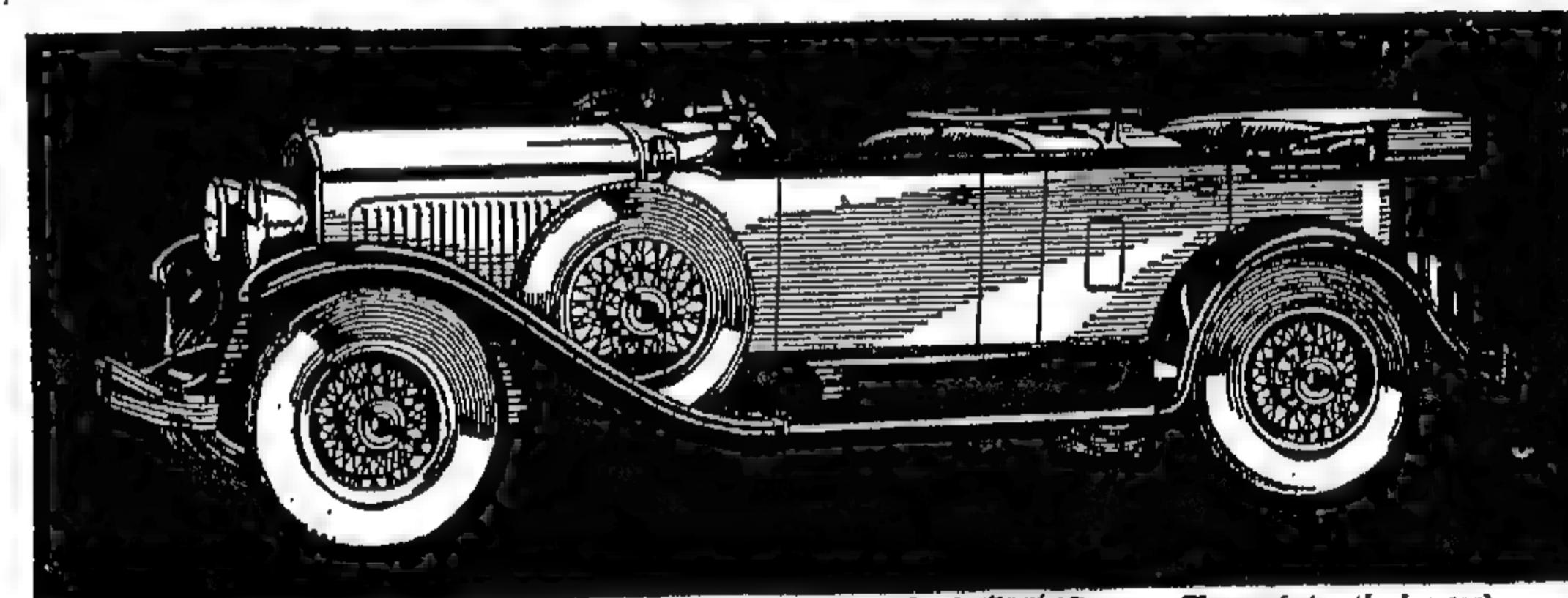
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

## OLDSMOBILE

PRODUCT OF GENERAL MOTORS

## CHRYSLER



New Chrysler "75" 5-Passenger Phaeton (wire wheels extra)

## Chrysler's only real competition is Chrysler

The first Chrysler established a margin of superiority over all other cars in style, performance and value that has been maintained ever since... The true competition Chrysler has to face therefore is with Chrysler—to make sure that each succeeding Chrysler is better than the Chryslers that have gone before... Public demand for the newest Chryslers today tells how well Chrysler has succeeded. Chrysler's largest production is just now beginning to satisfy that demand... The public is delighted with the new style that re-styles all motor cars—new slender-profile radiator, arched windows and the graceful sweep of the new "air-wing" mud guards—avoidance everywhere of the bulky and cumbersome... And with Chrysler's smooth performance, riding luxury and safety—"Silver-Dome" high-compression engine, using any petrol; internal-expanding hydraulic four-wheel brakes, efficient in any weather; and hydraulic shock absorbers... Other cars seek to compare themselves with Chrysler in style, performance and value which really do not compare with Chrysler at all. Chrysler's only real competitor is—Chrysler.

## THE REPUBLIC MOTOR CO OF CHINA

30-32, Des Voeux Road C.

Telephone C. 1210 & C. 6252.

**The Name**  
is your  
**SAFEGUARD**  
**The Tread**  
is your  
**SAFEGUARD**  
— the famous Triple  
Stud Tread grips on the  
worst surface and gives  
confidence.

**DUNLOP**  
leads the  
world in tyre  
design!  
  
MADE IN  
ENGLAND

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**DUNLOP**  
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## LANES OF TRAVEL

(Continued from Page 17.)

and our Northwest, at Sansum on the Black Sea, 7,000 miles away, at a less cost than milled from wheat grown in the interior of Turkey, perhaps 250 miles away.

A dollars-and-cents estimate of the value of the service afforded to an annual traffic of 414,000,000 vehicle miles by a system of good roads was made recently through a survey conducted in Connecticut by the State Highway Department and the U.S. Bureau of Public Roads of the Department of Agriculture. In the report the valuation is set at 3 cents per truck-mile, and 1 cent per passenger car-mile. These values for highway service are conservative, inasmuch as they are considerably less than the estimated differences in vehicle operating costs on paved roads as against unpaved roads, owing to the fact that the system embraces many types of improvement.

The survey covering a year showed 1,114 miles of improved highways in the system used by trucks travelling 59,700,000 truck-miles and by passenger cars covering 345,300,000 passenger car-miles. Annual highway service rendered to the trucks at 3 cents per mile was therefore \$1,791,000 and to passenger cars \$3,543,000, or a total of \$5,334,000 annually. These astounding figures do not include the time and place utility value which the roads place on the goods and commodities hauled, or upon the increased property values that accrue to the land adjacent to the highway improvements.

The salvage value of the 1,114 miles of improved highways was placed at \$23,000,000 by the State Highway Department. In yielding \$5,334,000 in service to highway users, the system earns an annual return of approximately 23 per cent. on the investment—enough to pay for it in a little more than four years.

## Road Appropriations

Definite steps necessary to secure road appropriations are vague in the minds of most people, and the motor car merchant is no exception. As he is not in the road business primarily other problems occupy his mind. But broadening of the motor market is decidedly his business. So if he investigates he will learn that there are several sources from which road building funds can originate.

Money may be drawn from the Federal treasury in accordance with terms of the Federal Highway Act. The state has funds available for highway development. The county treasury furnishes another source from which to draw. The township provides for farm and market thoroughfares. A draft on the town or city treasury is possible. Bond issues are frequently justified. Individual contributions round out the possibilities of financial road aid.

By writing to his State Highway Department outlining just what improvement or group of

improvements he has in mind a dealer can readily secure advice and information as to the best procedure to be adopted for active good roads promotion in his locality. If the project does not come within the province of the State Highway Department the State Commissioner or Engineer can inform him of the proper local official with whom the subject may be discussed. The mayor can supply full information as to the needful steps in plan for street widening and paving.

With a definite understanding of the situation, the local dealer may work intelligently and effectively to secure better roads for his territory and better and wider streets for his town or city. He is assured a sympathetic hearing by those he interviews, for highway department officials, legislators and city authorities will respect his familiarity with the cause he champions.

## More Cars Than 'Phones

There are more automobiles in the United States to-day than there are telephones—not telephone numbers but instruments.

Professor Griffin of Ann Arbor was conservative in estimating 27,000,000 motor vehicles in use in the United States in 1930. It is proper to point out that our highway system will still be then as it is now, inadequate to meet the requirements of inter-urban transportation. We must continue to pave highways at the very peak of construction possibilities. By that I mean that the limit of physical possibility in road building should be the sole limit of our highway programme for some time to come. No shortsighted restriction of appropriations should circumscribe the progress of the immediate future.

If existing engineering and contracting organisations are utilised to their utmost limit during the coming five years, if every facility for the physical production of hard surfaced roads is utilised at peak pressure, we shall not, half a decade hence, be caught up with the demand for inter-urban transport facilities created by the needs of our growing population.

When the subject of street and road pavement seems to be dormant the dealer can advance the cause of good roads by keeping such facts fresh in the minds of influential fellow citizens. He can contact with the local Press informing publishers of developments and providing themes for instructive editorials.

The biggest obstacle which looms in the path of our motor transportation and which retards motor car sales is a strictly local problem in which the automobile dealers can wield the most effective influence.

In this field—the field of city planning and adequate construction of municipal arterials—lies the greatest opportunity for immediately beneficial constructive effort. It is in this field that we most lack in public understanding and public action. Here it is distinctly the dealer's move.

Every Saturday night there are 1,000 more automobiles on the streets of Detroit than there were

a week before. Detroit does not build enough new street pavements in a week to park those cars, to say nothing of providing additional streets on which to run them.

Automobile insurance rates in Detroit would be cut in half over night if by some magic we could double our area of street pavements to-morrow.

This situation applies in some measure to every American city.

## Street Systems

Then, too, our inter-county and interstate highways connect cities and towns—make them in effect one community. No American city can, in planning its street system, consider only the traffic developed by its own population. For with the improvement of our highway system, every community must give increasingly serious consideration to that traffic which these highways bring. And there are few cities in the United States now giving adequate consideration to this question of street improvement.

Detroit, through its Rapid Transit Commission under the able leadership of Colonel Sidney D. Waldon, and in co-operation with the City Plan Commission, has foresightedly laid out a master plan of development which will save us hundreds of millions of dollars. If it visualises the growth of the metropolitan area for a hundred years ahead and takes steps which cost nothing now but which will make possible the adequate decentralisation of traffic in the future.

Chicago has a similar body known as the Chicago Regional Planning Commission. It, following in the footsteps of the Detroit Rapid Transit Commission, is laying out a plan which will serve ultimately to unshackle Chicago and Cook County, Illinois, from the hampering influence of bottle-neck entrances and exits in the metropolitan area.

Too great emphasis cannot be placed everywhere upon the wisdom of the course being followed in Detroit and Chicago. The growing traffic which has been pointed to in connection with our highway development, means even greater problems inside municipal limits, and it is high time that American communities, no matter how small or large, think of the future and begin to plan with its traffic in mind.

It is the dealer's move—his move to transmit enthusiasm; to keep this subject a live one; to iron out difficulties as they develop; to suggest plans; to dominate public discussion of roads and streets in his home town; and in every way to further his business prospects by tying up his local community with the great national movement to pave America.

\* These figures of the mileage cost per vehicle should not be confused with mileage cost per passenger. Furthermore, they include all items such as garaging, depreciation and interest on investment. They are, in other words, total operating cost including replacement, and—not merely the current running cost.

## AIR TRANSPORT

Taking the Place of  
The Lorry

(By Sir Sefton Brancker)

I have been actively engaged in the development of air transport ever since the end of the war, and to-day I am more enthusiastic than ever before.

I congratulate myself on having been fortunate enough to be associated with the commercial side of aviation. It is an activity which, if handled properly and in a spirit of altruism and broadmindedness, should result in nothing but good to the human race. Mutual co-operation and understanding depend on time and not on space, and I have a profound conviction that air transport is to become a factor of overwhelming importance to the world at large.

The present is the age of speed, and the commercial flying machine has arrived at a very fitting time in the progress of civilisation. The world is waiting for air transport, and as soon as it can be operated on a really commercial basis the demand for aircraft will be enormous.

## Far-Reaching Development Ahead

The way of new enterprises is proverbially hard, but air transport is nearing the end of its teething troubles and now deserves serious consideration on level terms with the other forms of transport. What is now becoming recognised is the tremendous significance of civil aviation not only as a means of accelerating communication but as an economically sound method of keeping in existence a healthy aircraft industry.

We are on the threshold of vast and far-reaching developments in air commerce which will benefit every activity in the civilised world. The growth in the number of air lines throughout the world, since the year 1919, is indicated by the table (of the routes) herewith:

Year.	Miles.
1919	3,200
1920	9,700
1921	12,400
1922	16,000
1923	16,100
1924	21,200
1925	34,700
1926	50,300
1927	55,500
1928	73,300

Air transport is now an established factor in economic life. It has the very definite advantage of high speed combined with liberty of movement. Air lines are multiplying in all parts of the globe, and growing demand for aircraft and their engines has been created. The public is assimilating the advantages offered by air transport with growing rapidity.

## British Air Traffic Increases

The latest traffic returns in Europe point to the fact that people are now taking to the air as ducks take to water. Last summer there was a 56 per cent. increase in the number of passengers carried in British aeroplanes between London and the Continent. There has also been a 28 per cent. increase in the volume of airborne merchandise. If progress goes on at the same rate, in a few years the passenger traffic carried by air across the English Channel will represent a very appreciable percentage of the total of first-class passengers to the Continent.

During the summer months of 1928 Imperial Airways, the British national company, completed satisfactorily 98.8 per cent. of its scheduled flights. Even allowing for the very adverse effect of the flying weather of the winter on the European routes, the total all-the-year-round efficiency was 92 per cent. while on the British airline between Cairo and Basra, where the atmospheric conditions are so much more favourable, a 100 per cent.

regularity has been attained for months on end and the steamer connection at Port Said has only been missed once in 21 months.

On every side air traffic is increasing, fresh demands are developing and new enterprises are under consideration, while the essential ground organisation of aerial transport is expanding rapidly.

## Profit Possibilities

There are pessimists who say that air transport cannot pay its way for many years to come, but this is not borne out by actual facts. There is a service in Colombia, flying between the coast and Bogota, which has paid very handsome profits for some years, and of course operating companies in the United States are doing very well on their postal contracts alone. Generally speaking, though, and allowing for certain exceptions, the weakness of air transport at the present time is its inability to produce profits.

The moment that profits can be made regularly on each mile flown developments will come with a rush. There are to-day many promising lines of research and experiment which are either neglected or are being pursued under the handicap of financial starvation. The possibilities of genuine profit in aircraft operation will at once attract the capital necessary to accelerate all these developments and place them at the service of the great airlines of the world.

The development of aviation in the United States is an example of what can be done in a country where climate, distance, wealth and population all favour the progress of aerial transport. In the United States a big volume of air traffic is available which can afford to pay an economic rate for a real saving in time.

## European Fares Uneconomic

In Europe the fares charged are still uneconomic, and owing to international competition it has been impossible so far for any one country to charge economic rates, even if these were possible considering the comparatively small saving of time gained in short journeys by air. But as European routes extend, as overhead charges are more widely distributed, and as the saving in time increases—as it is increasing—it will become more and more possible to charge really economic rates and obtain big loads.

The establishment of the weekly air mail from England to India should lead to very interesting results, and it seems quite probable that as the public learns the great advantages to be gained by using the air mail, this service will pay its way from its revenue alone at a very distant date.

The activities of commercial aviation can now be fairly compared with those of land and sea, and from the fact that aircraft can fly direct between any two points on the globe, without regard to land or sea, they have possibilities which will affect all the older forms of transport.

The operating costs of commercial aviation are coming down. The most modern types of aircraft are not requiring anything like the labour demanded by older types. Engines are becoming more durable, and each new engine requires less frequent overhauls than its predecessor, and as aerial safety and reliability increase, insurance rates are falling. The growing safety of transport by air is illustrated by the fact that during the past four years the British aeroplanes on the continental routes have flown for more than 3,000,000 miles and have carried more than 70,000 passengers without injury to one fare-paying passenger.

Since its inception the British Imperial Airways Company has used the comparatively short-distance European routes as a training ground for far more ambitious projects involving the operation of airlines throughout the world.

(Continued on Page 18.)

## Economy and Smoothness

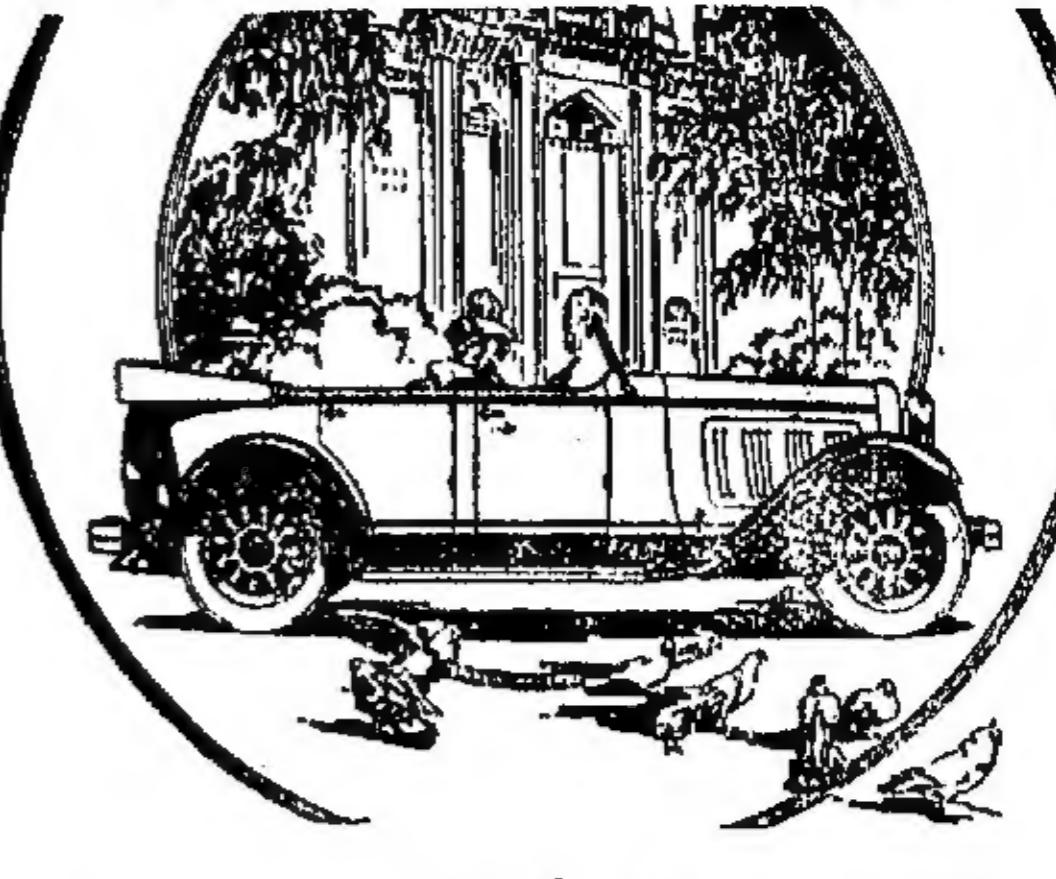
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**DODGE BROTHERS**  
VICTORY SIX



## BUYERS' GUIDE

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ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BEAN.—Lane, Crawford, Ltd.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHANDLER.—The Asiatic American Co., 11, Queen's Road East. Tel. C. 575.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 &amp; 6252.

CLYNO.—Lane, Crawford, Ltd.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 &amp; 6252.

DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke &amp; Co., China Building. C.2221.

FORD.—Wallace Harper &amp; Co., Ltd.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 &amp; 6252.

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HUMBER.—Lane, Crawford, Ltd.

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PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

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PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 &amp; 6252.

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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

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CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 &amp; 6252.

FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.

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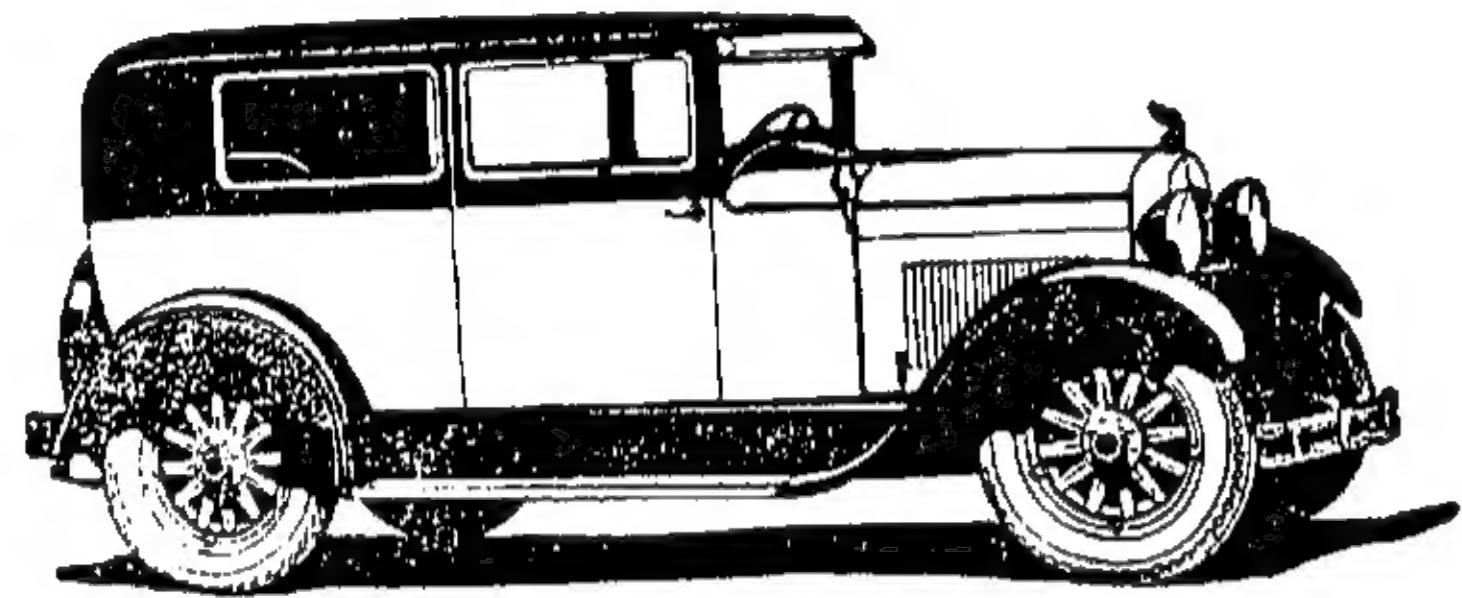
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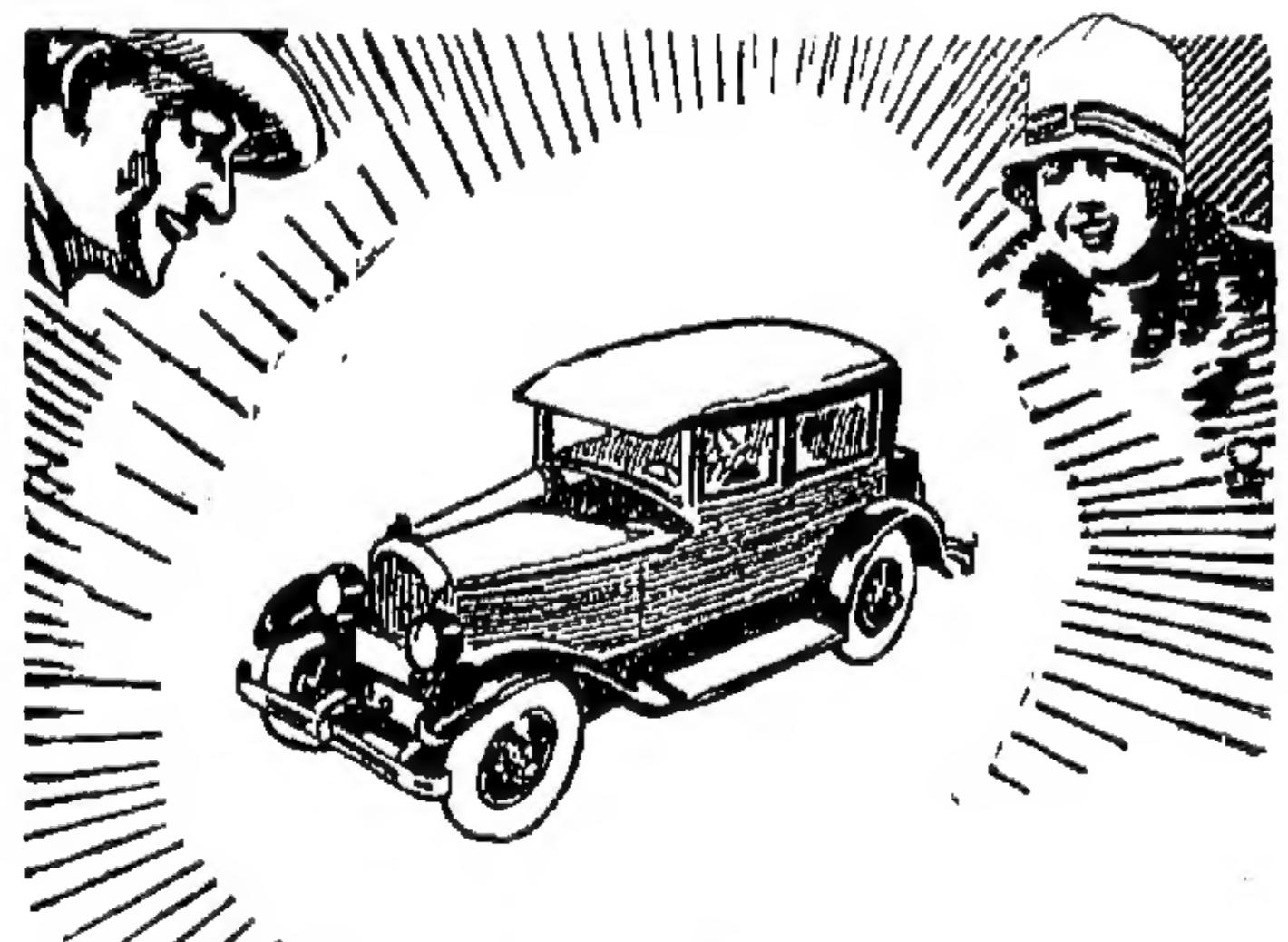
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and to India in the other, a very heavy increase can be expected, and in a year's time it is possible that a ton of mails and light parcels will be flown to and from India every week.

For a time the trunk airline from London will stop at Karachi. But not, it is hoped for long. Arrangements are already in progress which will insure the continuation of the line across India. After this the through route should proceed onward via Singapore, thereafter to link up with the air lines of Australia, thus establishing the continuation of the line to Port Darwin and so overland to a number of Australian cities.

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Cairo-Karachi	33
Karachi-Rangoon	30
Rangoon-Singapore	18
Singapore-Port Darwin	33
Port Darwin-Melbourne	80

The realisation of this ambition is no longer to be regarded as something of the distant future. Such a day-and-night air mail can be brought into being within the next few years, organised in every detail, if only a sufficiently determined effort is made.

Success in air transport is largely a matter of experience—like all other forms of transport—and it is only by active operation that we can gain that experience. Air transport is young and still offers great possibilities of improvement. Yet we really know something already about the operation of aircraft. Many of our administrative problems have been solved. It is in the technical realms of aviation that the important improvements must be made. We must have aircraft which will carry greater loads per ton per mile, and that objective can be attained only by a steady improvement in speed, stability and durability, combined with lightness and simplicity in construction.

**Steady Increase in Size**  
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Promising results are rewarding researches into the problem of adapting heavy oil engines to aviation. Five such motors are being fitted into the new British airship R-101. In this vessel they will be tested under flying conditions and then the next step will be to apply them to commercial aeroplanes. As petrol forms a heavy item in the operation of an airway, the adoption of motors burning a cheap crude-oil fuel

## SECTION VI.

Residences.

## SECTION VII.

Ladies' Residences General.

## SECTION VIII.

Kowloon Ladies' Residences.

## SECTION IX.

Peak Residents' List.

## SECTION X.

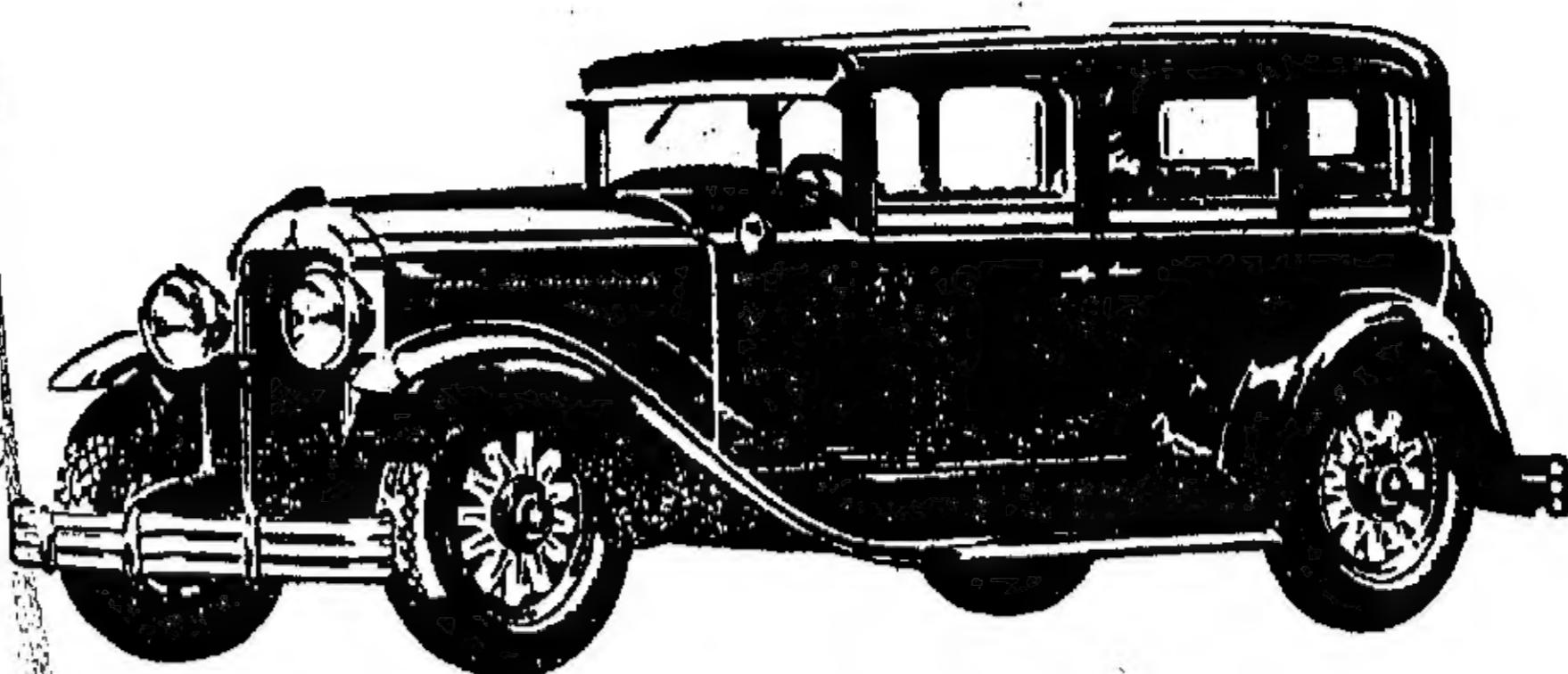
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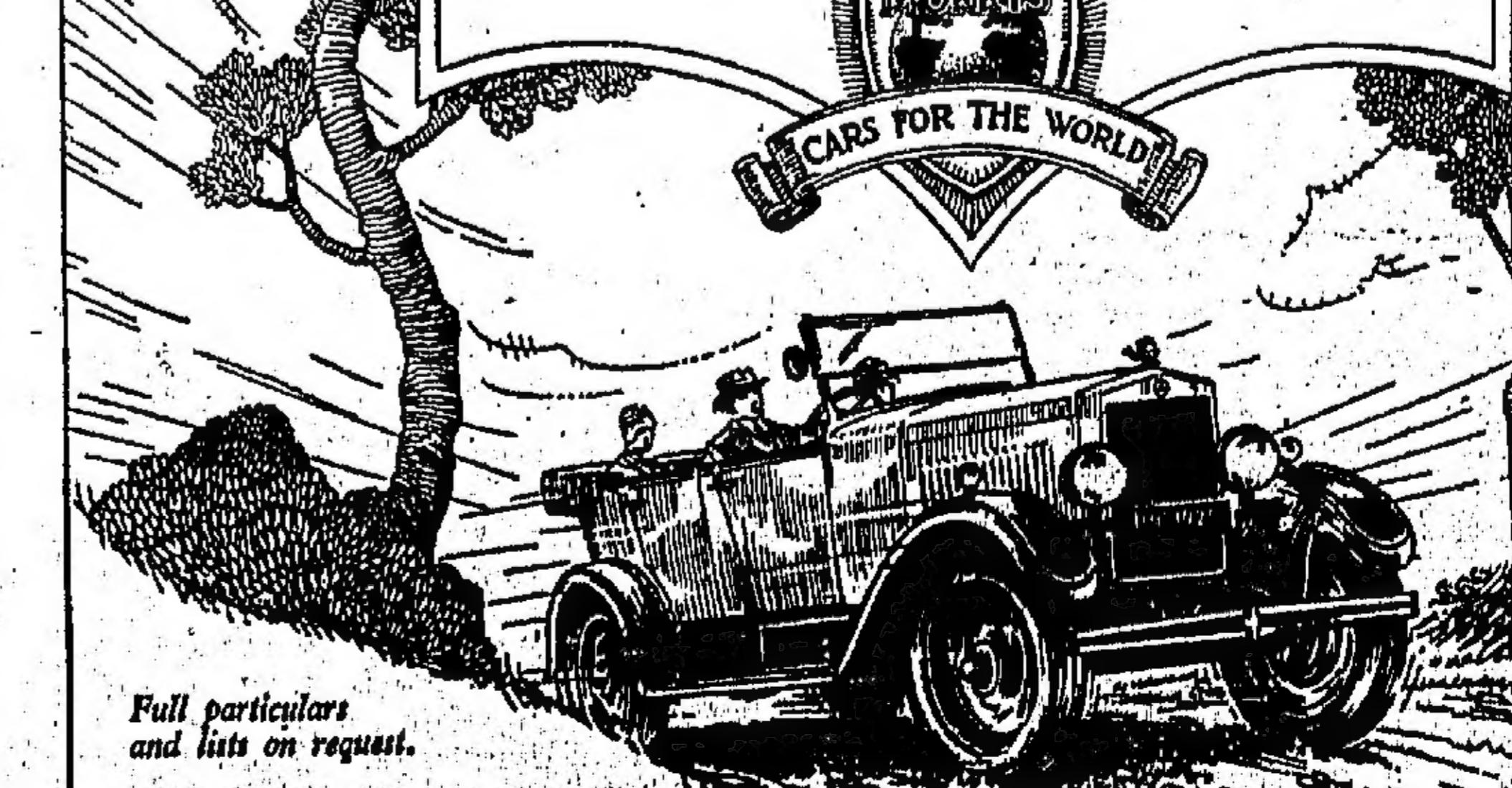
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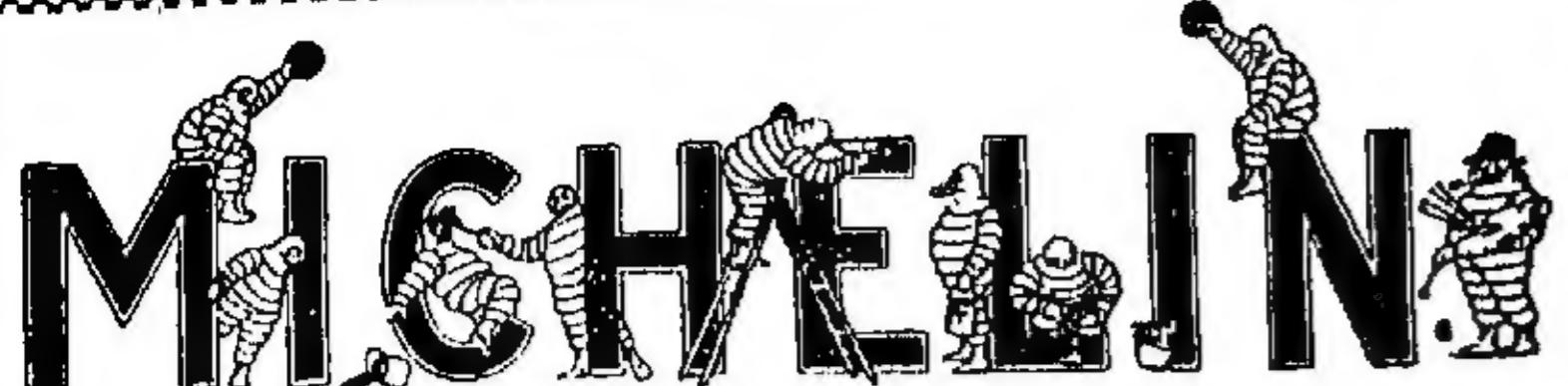
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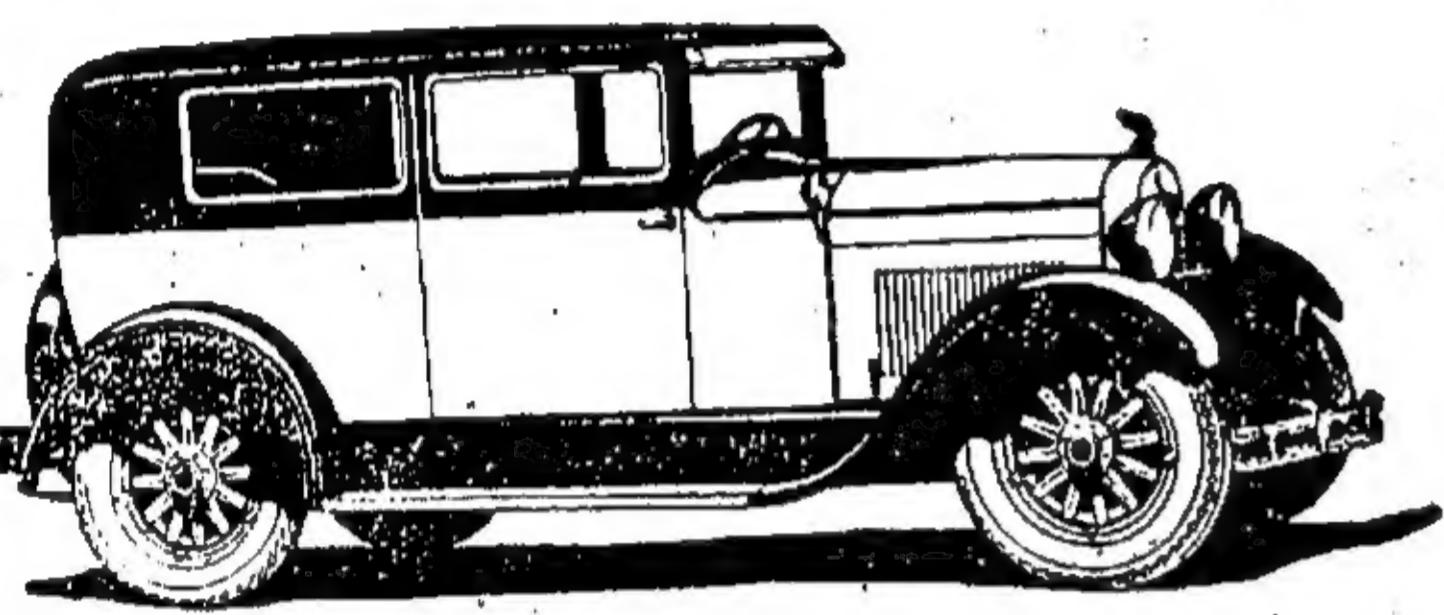
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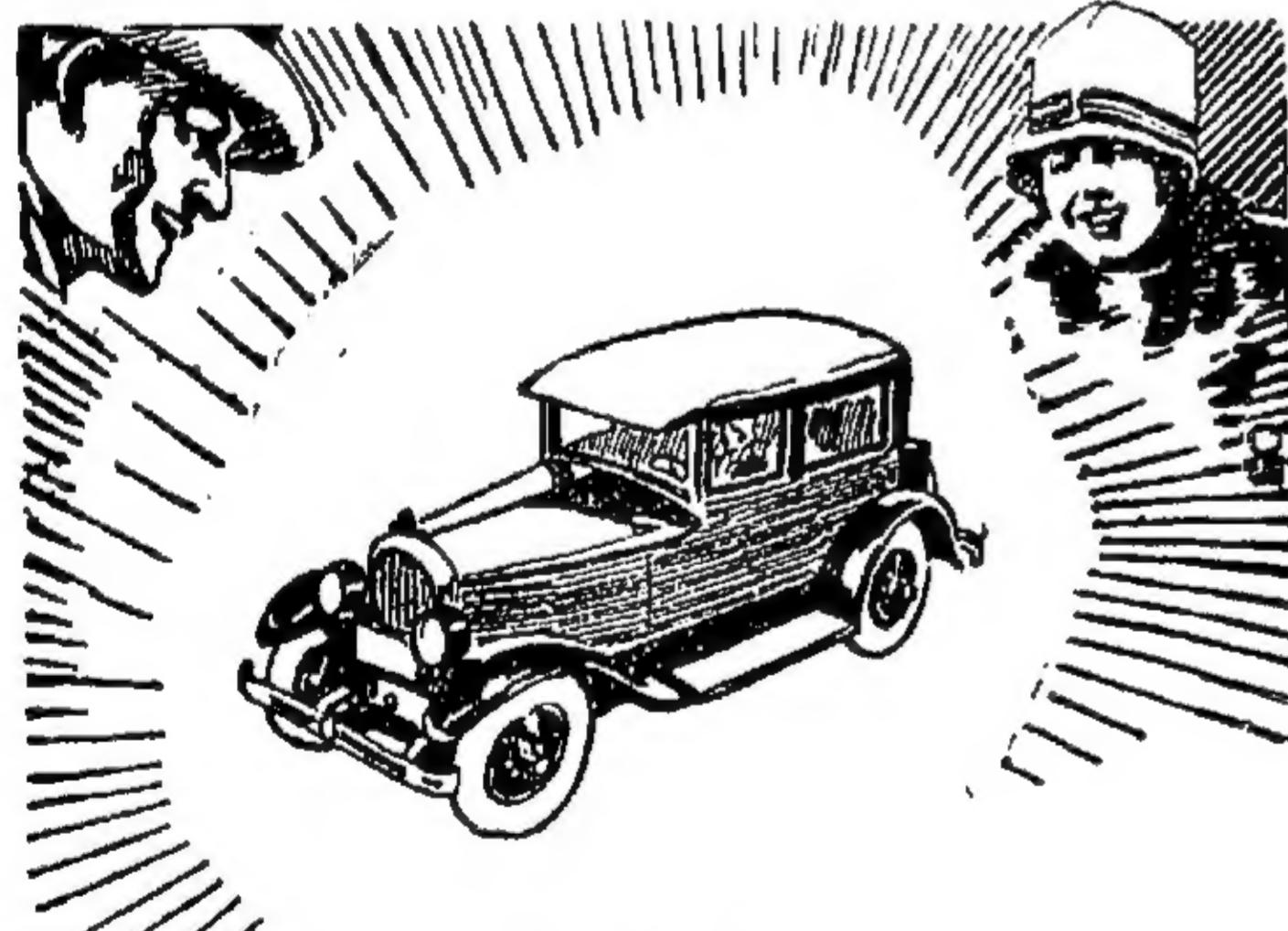
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## AIR TRANSPORT

(Continued from Page 18.)

British Empire. Now, after an arduous period of preparation, the time is ripe for the launching of a programme of imperial air communications.

Excellent progress is being made with the final organisation of the first regular British aeroplane line between England and India, and a regular weekly service should begin early this next year. One day will be occupied in covering the first section from London to Basle. Two days will be allowed for the Mediterranean section. After this the stage from Cairo to Basra will be flown in one day, while the final link from Basra to Karachi is timed to occupy two days—making a total of six days for the 5,000-mile route. By this service business men in London will be able to send out a letter to India and get a reply in the time taken by transport in one direction on the ordinary land-and-sea route.

Six Days to India  
This first air-time schedule of six days to India is only provisional. Apart from night rail journeys between Basle and Genoa, it provides for high-speed transport by day only. Night flying does not enter at all into the initial programme. But fairly soon it is expected that along certain sections flying by night will be adopted regularly, and with the introduction of day and night flying on a permanent basis it should be possible, of course, to reduce the London-Karachi time schedule very considerably.

On the existing Cairo-Basra air service a large proportion of the available mail matter already travels by air. When that service extends to England in one direction, and to India in the other, a very heavy increase can be expected, and in a year's time it is possible that a ton of mails and light parcels will be flown to and from India every week.

For a time the trunk airline from London will stop at Karachi. But not, it is hoped for long. Arrangements are already in progress which will insure the continuation of the line across India. After this the through route should proceed onward via Singapore, thereafter to link up with the air lines of Australia, thus establishing the continuation of the line to Port Darwin and so overland to a number of Australian cities.

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should imply a very considerable reduction in running costs, while the use of crude oil will also prove a great boon from the point of view of lessening the risk of fire.

The limit of size to land aeroplanes would appear to be the size and surface conditions of the aerodromes available. In this respect aeroplanes and flying boats offer a distinct advantage over land planes as size increases. The bigger the boat the more seaworthy it will be. I find it difficult to place any limit, except that of the provision of appropriate power plants, to the growth of waterborne aircraft.

Airships for Ocean Journeys  
In the immediate future there will be two important developments in air transport, the general adoption of night flying and the establishment of airship operations. Speaking roughly, these two innovations will almost double the speed over long distances which has been attained by aircraft to date. The United States has already attained this standard in its day and night flying mail between New York and San Francisco.

The British Government is embarking upon a far-reaching experiment in the establishment of airships as a means of commercial transport. If it is successful—and I can find no reason to doubt this success—the airship promises to be an ideal conveyance for long through journeys involving the traversing of great oceans. Carrying a large number of passengers, and unhampered by the necessity of constant refuelling, these big airships will be able to remain in the air for days at a time, and will choose their routes in accordance with weather conditions and prevailing winds, just as the sailing ships used to do in the old days.

If the airship proves a commercial success it should be able to hold its own against the aeroplane as a carrier of mails and high-speed passengers over the great oceans for many years until advances in the development of big flying boats create a serious rival in speed, reliability and economy. Meanwhile the smaller landplanes and seaplanes will be developing land and coastwise routes.

Planes As Airship Feeders  
Personally I do not expect serious rivalry between airship and aeroplane. They should be supplementary to one another and, generally speaking, the aeroplane will act as a feeder and distributor of the greater airship lines.

Before many years have passed airlines will be legion. The great airway system of the United States will be increased enormously. We should have regular airship services connecting Europe and North and South America, and flying also between England and Canada, South Africa, India, Ceylon, Australia and New Zealand. Such services should be carrying all mail matter and the majority of the first-class passenger traffic.

The airships maintaining such services will provide accommodation for perhaps 200 passengers and will have fuel for 4,000 miles. Aeroplane routes will serve the ports of call of these airships, flying back into the continents behind them. Airship lines will very likely have been established over the Arctic Circle to the Far East.

Speed appears likely to be the most important factor in improved aircraft operation. Steamships and railways required 100 years to reach their present-day speeds. The first aeroplane to fly took the air almost exactly 25 years ago. We have now touched and slightly exceeded 300 miles an hour by air. Will the speed of aircraft increase for the next 25 years at the same rate?

The progress of aero-engine superchargers will facilitate high speed flights at very great altitudes. It is legitimate to visualise the carrying aircraft of the future flying at 300 miles an hour at levels of 30,000 feet, untroubled by weather conditions, and possibly assisted by constant and well-known winds. Such a service would place London within 12 hours of New York.

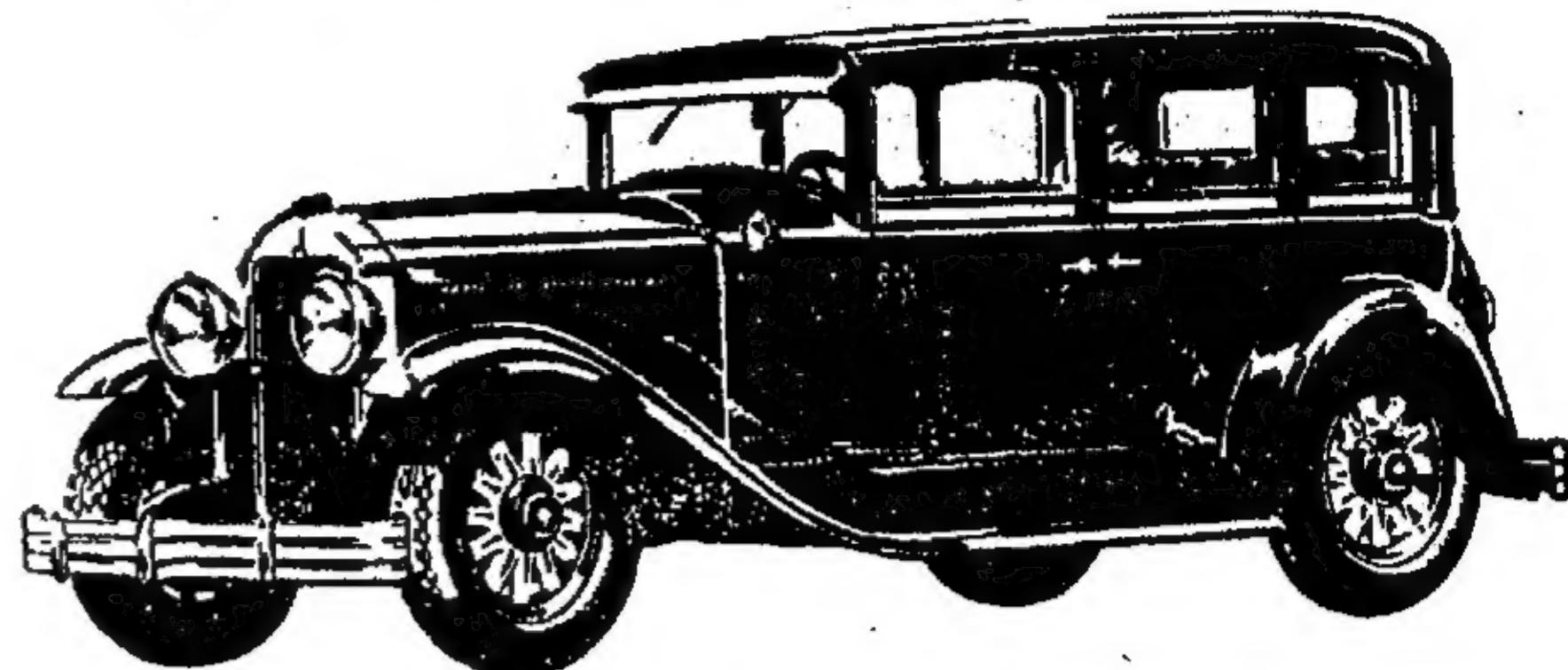
We are still only on the brink of the problem of scientific streamlining, and have scarcely visualised the possibilities of the production of power at a far lower cost in weight. Some scientists believe that the speed of sound is a possible attainment—that aircraft in the next 100 years may be flying at over 700 miles an hour, and may combine with this ability the power of rising and alighting with a very low forward speed.

Powers for Good and Evil  
Looking into the future one sees that aviation has powers for good and powers for evil. But if only we can avoid war the powers of aviation for good generally, and for the benefit of the world, are incalculable.

There is a camaraderie of the air which is eliminating national prejudices, and it is as great far-flung bridges of human understanding that we should visualise our globe-enveloping airlines, bringing the nations into a more intimate touch with one another than has been possible hitherto, and combating the jealousy and ignorance which are the evil seeds of war.

# The New BUICK

... as new and unrivaled to-day as the day it appeared



With all makes of cars on display—with the improvements for 1929 a matter of record—it must be plain to everyone that the new Buick with Masterpiece Bodies by Fisher merits final recognition as the most advanced automobile of the day!

Its arresting new body lines and contours stamp it immediately as the newest and most distinctive motor car style. Its new Valve-in-Head six-cylinder engine is not only the most powerful automobile engine of its size in the world but the leader in get-away, swiftness and stamina as well. Moreover, a host of new luxury factors makes the new Buick the most comfortable automobile to ride in and to drive.

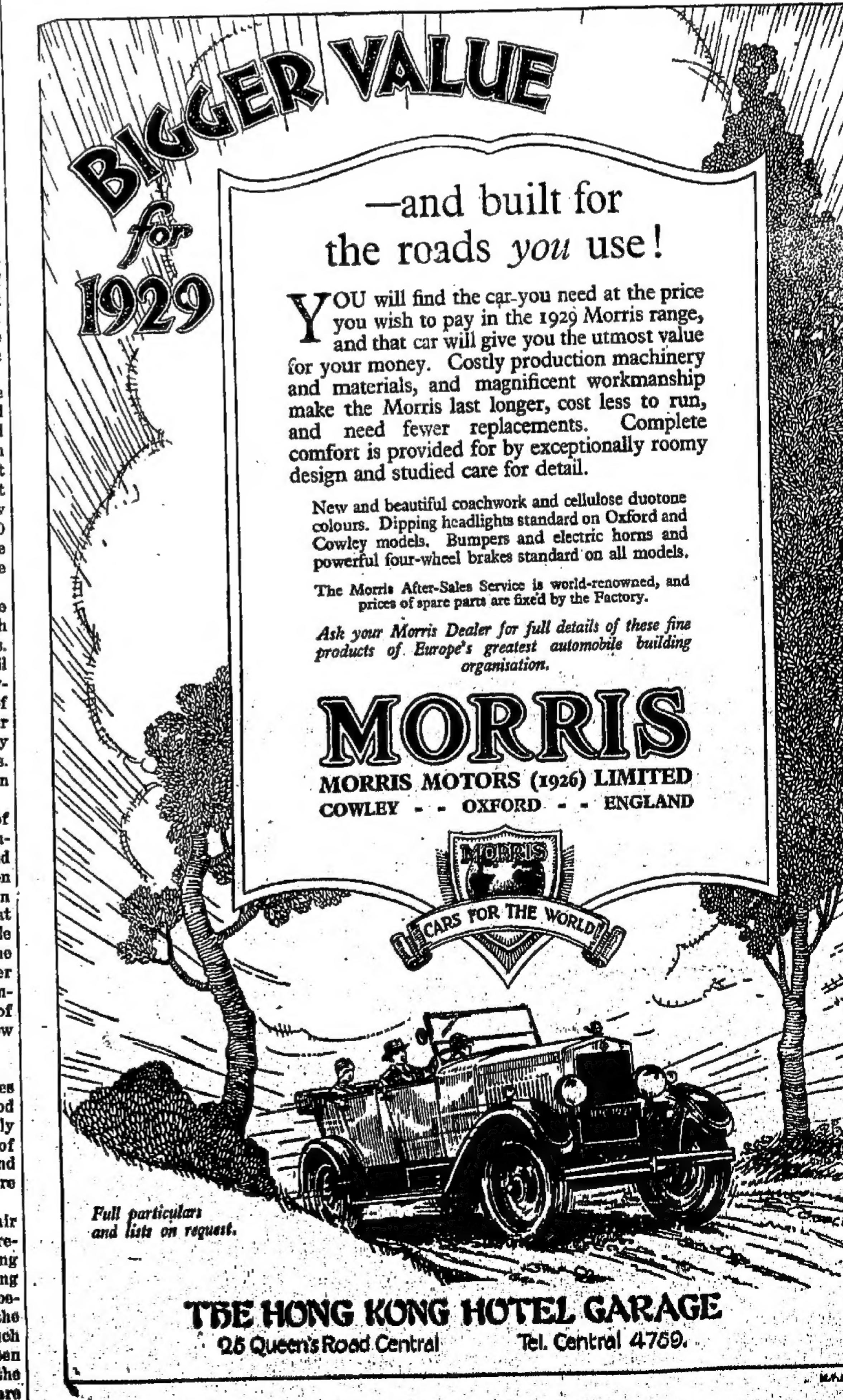
Scores of thousands of buyers have recognized these facts and entered orders for the new Buick during the past five months. And scores of thousands of others are acclaiming Buick's advanced quality at automobile displays throughout the country.

Every comparison proves the new Buick an outstanding value—as new and unrivaled today as the day it appeared!

**BUICK**  
WITH MASTERPIECE BODIES BY FISHER

THE DRAGON MOTOR CAR COMPANY LTD.  
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM.



## WORLD'S WIZARD

Party Jeers For Liberal Leader

"A LIVELY RABBIT"

Old Pledges Still In The Pawnbrokers

London. Yesterday. Mr. Lloyd George's scheme to reduce unemployment in a single year has been hailed by the Liberal newspapers as evidencing the revival of the ex-Premier's dynamic national influence, but the Conservatives and Labourites are most scornful.

Mr. J. J. Johnson Hicks in a speech said: "It is a lively rabbit to get from a hat."

Mr. L. M. S. Amery, Dominions Secretary (referring to Mr. Lloyd George's promises when he launched national insurance) said: "When is your nineteenpence for fourpence now? It is a modest slogan compared with a hundred millions for nothing."

Mr. J. Ramsay MacDonald, addressing a Labour demonstration, said: "Lloyd George has renewed some of his old pledges, many of them still in the pawnbrokers. For example, homes fit for heroes."

Mr. J. H. Thomas said: "The Welsh Wizard's new trick entitles him to be called the world's Wizard."—Reuter.

## BAHREIN ISLAND

Persian Government's Claim to Sovereignty

## BRITAIN'S OPPOSITION

London. Yesterday. Copies have been circulated to members of the League of Nations of a Note which the British Minister in Teheran has handed to the Persian Government in reference to the latter's claim to sovereignty over the island of Bahrein, in the Persian Gulf.

The British Note deals in detail with the contentions put forward by the Persian Government, and traverses them all.

## Piracy Prevention

The Note also recalls that Britain first concluded a Treaty with the independent ruler of Bahrein in 1820 with the object of suppression of piracy and maintenance of peace in the Gulf. The British Government subsequently concluded other Treaties with the Sheik of Bahrein as an independent ruler, and consistently refused to admit Turkish, Persian, and other claims to sovereignty over his dominions. The British Government during that time refused to accede to the Sheik's request that Bahrein should be incorporated in the British Dominions. It was not until the Treaty of 1861 that the British Government, in return for the Sheik's undertaking to abstain from maritime aggression, war, and piracy, assured him in return of their support against similar aggression; nor till 1880 and 1892 that they undertook unqualified liability for the foreign relations of that ruler under which he now invoked their assistance in repelling what he not unnaturally regards as a wholly unprovoked attempt on his independence by a foreign Government.

## More Pretensions

The Note expresses surprise that the Persian Government should have referred in the correspondence to Article 10 of the Covenant of the League of Nations under which members of the League undertake to respect and preserve as against external aggression the territorial integrity and existing political independence of all members of the League; and that they should seemingly imagine that the terms of this Article lay an obligation on members of the League to support Persian pretensions to the island, which is separated from Persia by the whole width of the Persian Gulf, and over which Persia has exercised no authority for 146 years.—British Wireless Service.

## NEW SLOOPS

Coming to the China Station

London. Yesterday. H.M. sloops "Bluebell" and "Foxglove" will be replaced on the China Station by the new sloops "Bridgewater" and "Sandwich."—Reuter.

The total output of the Kailan Mining Administration's mines for the week ending February 16 was 111,000 tons, and the sales during the period amounted to 65,000 tons.

## SCHOOL SPORTS

Central British Annual Gathering

## CHAMPIONSHIP STRUGGLE

Great excitement prevailed yesterday, when the Central British Schools held their annual sports.

One young man, of very tender years, was discovered running round the track, firmly determined to break the record for the mile, but, after a little persuasion from his parents, he decided to defer the effort to another day.

As regards the School Championship, the competition between the Red and Blue houses was as keen as ever. The Blue champion house last year, came home again, winning by 120 points to 93, despite the efforts of L. Marshall, who carried off the prizes in the Senior High Jump, the 100 yards School Championship, the 100 yards handicap, 220 yards Open 1/4 mile, and the Long Jump.

Blue House, with a very strong team, managed to win the Tug-of-War, after a stern struggle, although both sides were coached in a highly professional manner.

Distributing the prizes, Mr. E. Ralphs, H.M. Inspector of Schools, said that no better sport could have been seen. He only hoped that there would be more pupils in the School to follow the example that had been set before them. Also, amidst applause, he announced his intention to put up a Challenge Shield, to be competed for amongst the scholars.

Messrs. A. E. W. Davidson, J. H. Hunt, and P. Sands, officiated as judges. Mr. W. Jenner was the starter, and the scorers were Messrs. A. Gardner and H. Layton.

List of Winners

The full list of winners as follows:—

High Jump, Senior: 1, L. Marshall; 2, D. Hynes; 3, L. Stirling.

High Jump, Middle School: 1, F. Fowler; 2, G. Eldridge; 3, R. Wood.

Throwing the Cricket Ball, Senior: 1, L. Stirling; 2, L. Marshall; 3, D. Hynes.

Cricket Ball, Middle School: 1, D. Monaghan; 2, F. Fowler; 3, R. Wood.

100 yds. School Championship, Senior Boys: 1, L. Marshall; 2, J. Smith; 3, E. Butler.

Middle School Boys: 1, J. Rousseau; 2, V. Grunberg; 3, D. Monaghan.

100 Yards Handicap

Senior Boys: 1, L. Marshall; 2, J. Smith; 3, E. Butler.

Middle School Boys: 1, J. Rousseau; 2, V. Grunberg; 3, D. Monaghan.

Junior Boys: 1, R. Holder; 2, R. Hill; 3, A. Dalziel.

Senior Girls: 1, J. Bates; 2, P. Everest; 3, D. Booker.

Middle School Girls: 1, P. M. Caw; 2, D. Raven; 3, H. Wylie.

100 Yards Junior Girls: 1, E. Rousseau; 2, J. Stewart; 3, A. Black.

Old Scholars 100 Yards Open: Old Boys Winner: L. Weill. Old Girls Winner: D. Hamblin.

Sack Race: Senior Boys: 1, J. Smith; 2, T. Ingram; 3, R. Woolley.

Middle School Boys: 1, J. Rousseau; 2, R. Wood; 3, A. Macfarlane.

Junior Boys: 1, L. Phillips; 2, R. Holder; 3, I. Black.

Senior Girls: 1, D. Booker; 2, D. Hosford; 3, J. Bates.

Middle School Girls: 1, M. Richards; 2, D. Tolland; 3, H. Wylie.

Junior Girls: 1, E. Rousseau; 2, A. Black; 3, N. Laing.

100 Yards Skipping Championship

1, J. Bates; 2, P. Everest; 3, D. Booker.

Middle School Girls: 1, M. Richards; 2, I. Woolley; 3, P. Gardner.

Junior Girls: 1, J. Stewart; 2, A. Black; 3, F. Salmon.

220 Yards Open: Senior Boys 1, L. Marshall; 2, E. Butler; 2, I. Stirling.

Middle School Boys: 1, V. Grunberg; 2, D. Monaghan; 3, R. Phillips.

Wheelbarrow Race: J. Chubb and partner.

Relay Race (Girl): Seniors, Reds;

Middle School, Blue.

Mile, Open, Seniors: 1, J. Smith; 2, P. Witchell; 3, L. Marshall.

Middle School: 1, V. Grunberg; 2, R. Phillips; 3, D. Mackay.

100 Yards Skipping (Handicap): Senior Girls: 1, J. Bates; 2, D. Booker; 3, P. Everest.

Junior Boys: 1, R. Hill; 2, R. Hill; 3, R. Holder; 3, J. Thirlwall.

100 Yards Senior Girls: 1, J. Bates; 2, D. Booker; 3, P. Everest.

100 Yards Middle School Girls: 1, D. Raven; 2, P. McCaw; 3, A. Miller.

100 Yards Junior Girls: 1, E. Rousseau; 2, E. Phillips; 3, A. Black.

Middle School Girls: 1, A. Miller; 2, R. Blackmore; 3, M. Boyington.

Junior Girls: 1, N. Lalang; 2, P. Hamblin; 3, J. Stewart.

Egg and Spoon Race: Senior Girls: P. Everest; Middle School

## AIR ESTIMATES

Decrease For This Year

## ECONOMICAL EFFORTS

London, Yesterday.

The Air Estimates amount to £16,200,000, a decrease of £60,000 as compared with 1928. The gross total is £19,645,000 being an increase of £510,000 which, in a memorandum, Sir Samuel Hoare, Minister for Air, points out, is outweighed by a slightly larger increase in appropriations in aid.

He declares that the result has been achieved by the most strenuous efforts of economy, and that "a progressive reduction in the net Air Estimates cannot be expected to continue."

## Trials of Airships

The memorandum says that the construction of R100 and R101 took longer than anticipated due to the fact that both airships represent a great step forward in size and embody novel principles in design. The airships should begin their trials in the Spring. It is hoped that flights to overseas bases like Karachi and Montreal will be successfully carried out during the year.

It is intended in the coming year to add the equivalent of seven new squadrons, namely, a regular squadron, a cadre squadron, three auxiliary Air Force squadrons for Home defence, two new flights for the Fleet air arm, and another unit for the flying boats.—Reuter.

## ANTI-WAR PACT

Ratification By British Empire

## FORMALLY DEPOSITED

Washington, Yesterday.

The British Ambassador at Washington has deposited with the State Department the ratification of the Kellogg Pact on behalf of Great Britain, the North of Ireland, South Africa, Australia, New Zealand, and India.

The Canadian and Irish Free State Ministers in Washington are depositing the ratification on behalf of their own Governments.—Reuter's American Service.

## AUSTRALIAN MINERS

Coal Shortage Averted in Sydney

## WAGE CUT QUESTION

Sydney, Yesterday.

The conference of mining unions has rejected all proposals involving a wage cut. The notice posted by the northern colliery owners expired to-day, and 11,000 miners in the directly affected mines which are not in the Federation are continuing work. There is no fear of an early coal shortage in Sydney.—Reuter.

## FOR GENEVA

Sir A. Chamberlain Departs

London, Yesterday.

Sir Austen Chamberlain, Secretary of State for Foreign Affairs, still showing signs of his recent chill, departed to-day for Paris en route to Geneva to attend the Council of the League of Nations.

Reuter.

Girls: D. Raven. Junior Girls: E. Rousseau.

440 Yards Handicap: Senior Boys: 1, L. Marshall; 2, I. Stirling; 3, E. Butler.

Middle School Boys: 1, M. Richards; 2, I. Woolley; 3, P. Gardner.

Junior Girls: 1, J. Stewart; 2, A. Black; 3, N. Laing.

100 Yards Skipping Championship

1, J. Bates; 2, P. Everest; 3, D. Booker.

Middle School Girls: 1, M. Richards; 2, I. Woolley; 3, P. Gardner.

Junior Girls: 1, J. Stewart; 2, A. Black; 3, F. Salmon.

220 Yards Open: Senior Boys 1, L. Marshall; 2, E. Butler; 2, I. Stirling.

Middle School Boys: 1, V. Grunberg; 2, D. Monaghan; 3, R. Phillips.

Wheelbarrow Race: J. Chubb and partner.

Relay Race (Girl): Seniors, Reds;

Middle School, Blue.

Mile, Open, Seniors: 1, J. Smith; 2, P. Witchell; 3, L. Marshall.

Middle School: 1, V. Grunberg; 2, R. Phillips; 3, D. Mackay.

100 Yards Skipping (Handicap): Senior Girls: 1, J. Bates; 2, D. Booker; 3, P. Everest.

Junior Boys: 1, R. Hill; 2, R. Hill; 3, R. Holder; 3, J. Thirlwall.

100 Yards Senior Girls: 1, J. Bates; 2, D. Booker; 3, P. Everest.

100 Yards Middle School Girls: 1, D. Raven; 2, P. McCaw; 3, A. Miller.

100 Yards Junior Girls: 1, E. Rousseau; 2, E. Phillips; 3, A. Black.

Middle School Girls: 1, A. Miller; 2, R. Blackmore; 3, M. Boyington.

Junior Girls: 1, N. Lalang; 2, P. Hamblin; 3, J. Stewart.

Egg and Spoon Race: Senior Girls: P. Everest; Middle School

100 Yards Open: Senior Boys 1, L. Marshall; 2, E. Butler; 2, I. Stirling.

Middle School Boys: 1, V. Grunberg; 2, D. Monaghan; 3, R. Phillips.

Wheelbarrow Race: J. Chubb and partner.

Relay Race: Senior Boys: